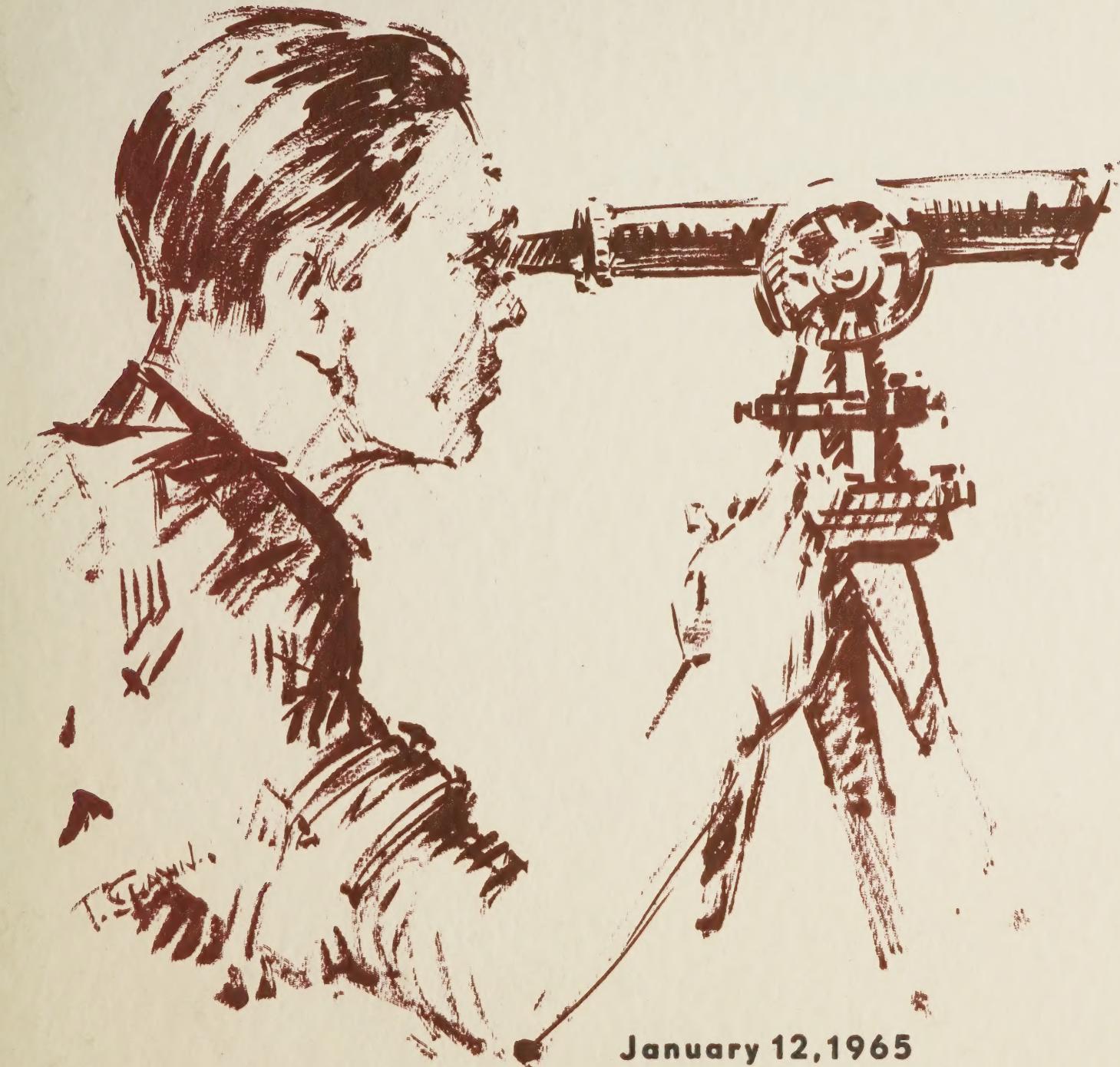


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monthly report



January 12, 1965

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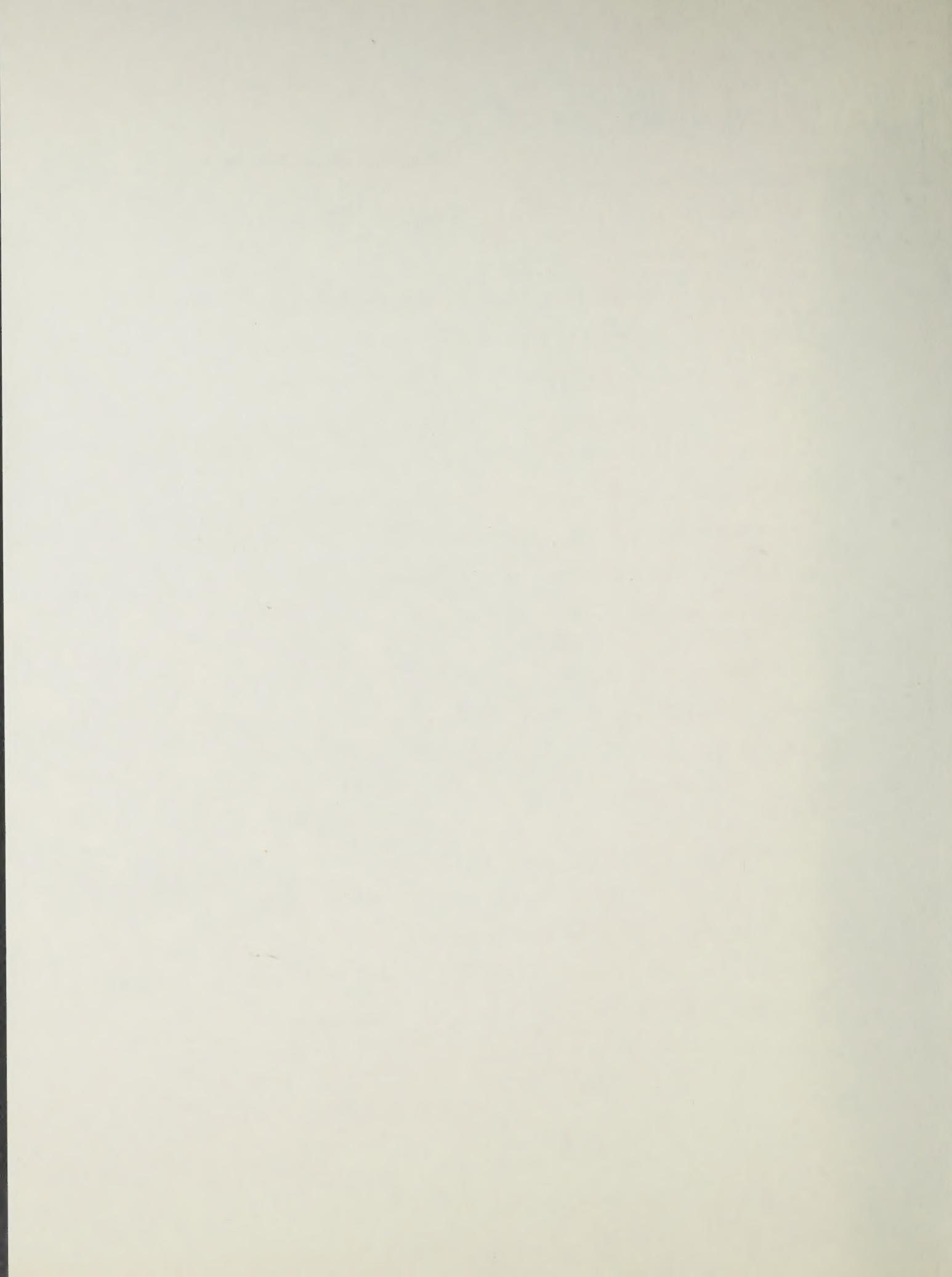
Inventory Control

The greatest progress made in the inventory area this month was the implementation of the revised gas and oil slip. This revised form has pre-printed quantities which are "circled" by the user, to hopefully correct the illegible numbers previously reported. A kick-off inventory was taken of gas and oil as of November 20, 1964 midnight, which will be updated by receipts and issuances during each accounting period. Under this system, better control of these two heavy volume items, gas and motor oil, can be maintained. These monthly card accounts will be adjusted by the monthly physical inventory of gas and oil.

Issuances of gas are also carried to tenths to create more accurate disbursements. Previously, no accounts or balances were carried for gasoline and motor oil.

Payroll

The new three-part payroll register form has been received and will be used the next payroll period. This will mean a savings to the Bureau of Data Processing because the register was formerly printed on four-part paper. This was a direct saving which resulted from the mailing of checks to hourly maintenance workers.



Form EQ-20

OFFICE COPY

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▲ Received By

John Doe

GAS AND OIL SLIP



BUREAU OF ELECTRICAL OPERATIONS

Approvals were received from the Department of the Army for "notice operation" on the Route U. S. 46 Hackensack River Bridge and the Route U. S. 30 Cooper River Bridge. A request was submitted to the Department of the Army for approval of "notice operation" for the Route U. S. 9 Bass River Bridge.

Construction by Bureau Forces

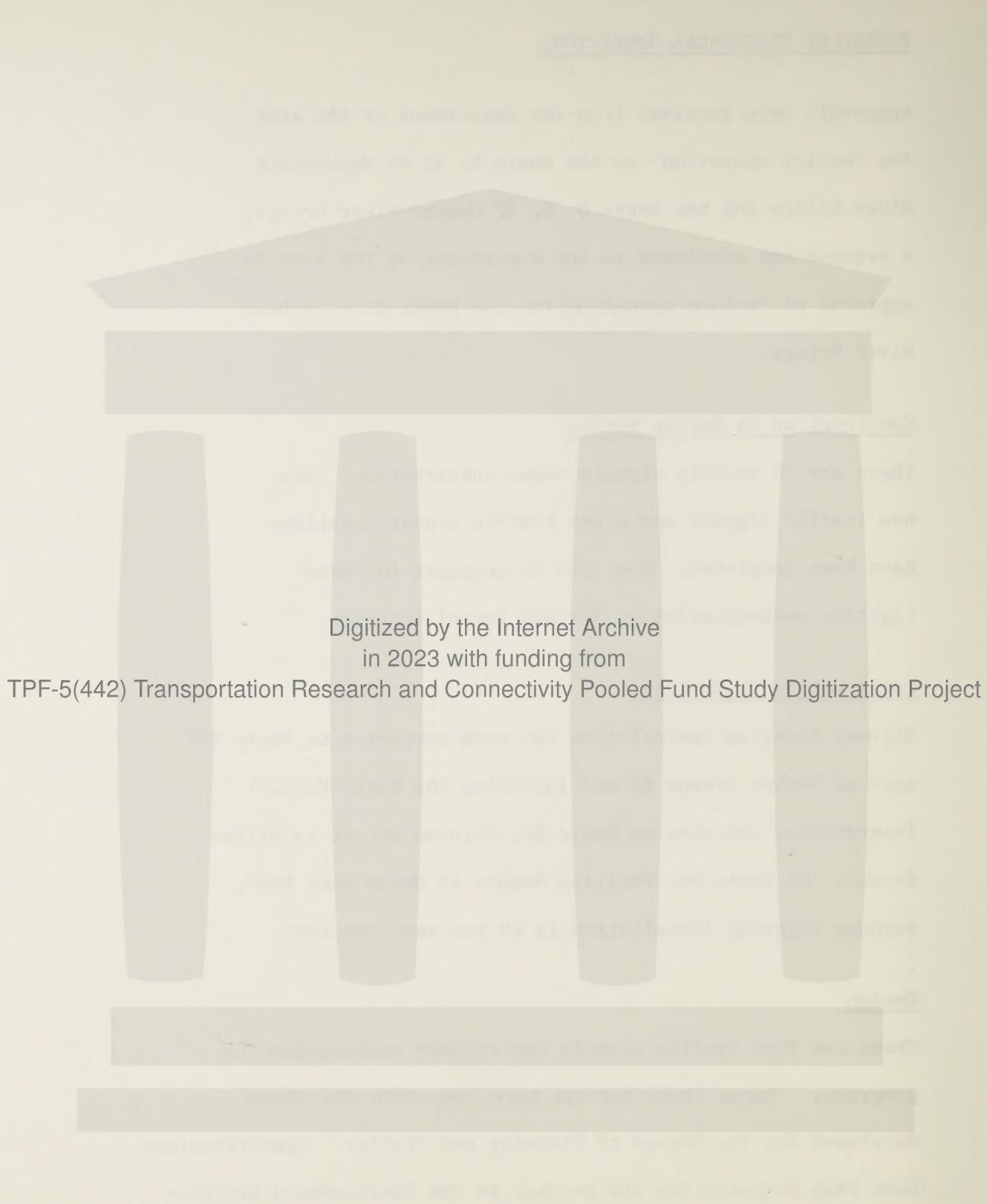
There are 70 traffic signals under construction. Six new traffic signals and eight traffic signal revisions have been completed. Work now in progress includes lighting modernization on Holland Tunnel Approach.

Construction by Contract

Highway lighting installation has been completed on Route 287 east of Durham Avenue to and including the Route U. S. 1 interchange, and also on Route 29, Calhoun Street to Willow Street. On Route 80, Phillips Avenue to Queen Anne Road, highway lighting installation is 14 per cent complete.

Design

There are four traffic signals for roadway construction in progress. Three field surveys have been made and plans developed for the Bureau of Planning and Traffic. Specifications have been prepared for one project in the Construction Division



BUREAU OF ELECTRICAL OPERATIONS, cont'd.

and nine highway lighting projects for Federal Aid interstate routes.

Miscellaneous

Completed and tested control and circuitry on Route U. S.

46 and 17 roadway heating. This coincides with design values. The installation operated satisfactorily during storms of December 6, 1964 and January 2, 1965.

The Bureau of Roads has requested submission of criteria and cost estimates for low level lighting in areas other than bridges proposed for the Route 78 Airport Interchange.

Tests are in progress to develop these criteria.

Investigation of causes of excessive failures on traffic signal lamps resulted in the return of 4,700 lamps from Fernwood stock to the manufacturer. Investigation is continuing to determine lamp quality.

STATE AIDGeneral

Moderate weather during December permitted steady progress on all phases of the State Aid Program. Considerable activity was noted in the improvement projects.

STATE AID, cont'd.

<u>State Aid projects under way:</u>	<u>Nov. '64</u>	<u>Dec. '64</u>
Municipal Improvement Projects	85	50
Municipal Maintenance & Repair Projects	50	17
County Improvement Projects	0	1
County Maintenance & Repair Projects	7	7

District Offices are continuing the processing of State Aid documents of completed projects for final payment.

Counties

Bituminous Surface Treatment work was under way in 7 counties.

Five Bituminous Surface Treatment projects were completed during this period -- 2 in Cape May County and 1 each in Camden, Ocean and Gloucester Counties. Hunterdon (54% complete), Morris (94% complete), Sussex (75% complete) and Warren (50% complete) Counties have suspended surface treatment work for the winter.

Hudson County started work on one improvement project.

Twenty-five items of work were received by the Division Office for final review and approval. Final action was completed on 33 items.

Municipalities

The surface treatment programs are completed. Improvement projects will continue until adversely affected by the weather.

STATE AID, cont'd.

There were 50 construction projects under way during this period. During December, 18 projects were completed as compared to 49 in November.

There were 18 maintenance projects under way. During December, 13 were completed as compared to 43 in November.

The Division Office received 115 items for final review and approval. Final action was completed on 267 items.

Personnel

Decentralization achieved economical utilization of manpower and decreased the Division's overtime requirements.

1963 - 5,949 overtime hours

1964 - 4,520 overtime hours

SNOW REPORTS

At 5:40 a.m., Sunday, January 10, 1965, our weather advisory service advised of a pending storm. Through our office alerting system, all District Superintendents were notified at their homes by telephone. At 7:00 a.m. all control offices were activated.

The accumulation averaged from three inches in the southern coastal areas to nine-ten inches in the western, central and northern portions of the State.

SNOW REPORTS, cont'd.

As the storm progressed, all contractors were alerted, and recalled at 8:00 a.m., Monday, January 11. No serious traffic tie-ups were reported to the Trenton Control Center.

There was additional sanding and chemical treatment of pavements January 11, in order to obtain bare pavements.

TRAINING PROGRAMS

The Training Section has compiled the results of an employee attitude survey covering some 248 employees of the Division of Maintenance and Operations, and has supplied the results to the Division Director and to the Personnel Director, who will forward them to the Commissioner.

Five Department employees completed the Business Communications Course. This letter writing course is given in conjunction with Trenton State College, at the Civil Service Department Training Center. Employees were satisfied with the course and felt that they derived some benefit it, however, they felt that the quality of the instruction could have been better. This has lead the Training Section to the conclusion that all future courses of this type will be conducted by instructors selected by the Highway Training Section.

The Stenographic Refresher Course has been scheduled to start January 5, 1965. The course will consist of eight one-hour

TRAINING PROGRAMS, cont'd.

sessions during the month of January. Classes will be held on every Tuesday and Friday, during the month, from 9:00 a.m. to 10:00 a.m., in the Highway Department's Training Room.

Thirty Highway Stenographers will receive eight hours of refresher training in shorthand as well as refresher training in grammar, spelling and punctuation.

The renewal of the Highway Youth Training Program has been postponed until the spring, due to weather conditions, at which time additional young men will be trained and employed as Highway Maintenance workers.

The Training Section has recommended approval of two Executive Development Programs -- an executive audit to be conducted by the Associated Management Consultants of Trenton and an executive training program to be conducted by the Institute of Management and Labor Relations from Rutgers University. Both projects, if approved, will be completed by this March.

Arrangements have been made for a Highway Inspector Training Course with the Bureaus of Construction, Soils, and Testing and Materials to initiate a technical training program for the Construction Bureau, to be conducted during the month of February. These three Bureaus will contribute personnel to do the training and will be guided and coordinated by the Training Section. Approximately 200 people are expected to undergo some 96 hours of technical construction training in concrete,

TRAINING PROGRAMS, cont'd.

asphalt, aggregates and materials, and earthwork.

Management Training I, a 30-hour course on supervision and management theory and practices, will commence on January 12, 1965 and will end on February 16, 1965. Some 20 personnel from the Division of Roads will undergo this training. The course will be given at the new Training Center and will be given by the Training Section personnel. All candidates will be tested before and after the course on supervisory abilities and knowledge. In addition, they will be surveyed for their feelings toward their present position, pay, supervisor, etc. The results of such a supervisory test as well as the attitude surveys will be made available to the Division and to the Commissioner.

The Training Section recently took a recount of records of all State Highway Department employees who have completed Civil Defense Adult Education, in order to bring into agreement the records of our Department with those of the Department of Education. The exact number of State Highway employees who have completed Civil Defense Adult Education is 1,106 as of December 31, 1964. This figure does not include the number of people completing Civil Defense Adult Education in Newark for the month of December.

The Training Section, together with instructors from the Bureau

TRAINING SECTION, cont'd.

of Testing and Materials, will give all Laboratory field personnel the 12-hour course in Civil Defense Adult Education, during the month of January. This training will occur at the four Laboratory field offices: Totowa, Phillipsburg, East Brunswick and Mt. Holly.

Two employees of the Division of Maintenance and Operations will be sent to a Turfgrass Course, conducted by Rutgers, the State University, on January 18, 19, and 20, 1965.

SAFETY OF MAINTENANCE AND CONSTRUCTION OPERATIONS

Beginning with the year 1965 and the up-coming construction periods beginning in the spring, regular monthly meetings will again be scheduled by this office with the Safety Inspectors.

It is anticipated that the four safety regions in the State will be changed from four to six and that all Safety Inspectors will perform the same type duty in the field. In the past, four Inspectors were responsible for making inspections on Highway vehicles and installations, while the other two were confined primarily to contract and permit work. It is the opinion of the Office of Investigation, Security and Safety that with the areas divided equally between these six

SAFETY OF MAINTENANCE AND CONSTRUCTION OPERATIONS, cont'd.

Inspectors covering all phases of activity, the mission of this office will be greatly improved since it will cut down on the running time of the two men who had been assigned to contract and permit work alone.

It is also anticipated that the Senior Safety Inspector in the future will be spending considerably more time in the field visiting various field and district offices discussing safety and other related subjects in general.

With the coming of the new construction year, a new specification covering the use of flasher lights is now being prepared by the Office of Investigation, Security and Safety and should be ready by the next reporting period. The specification comments on the necessary criteria affording maximum safety relative to the use of these instruments for the passing motorists and the construction areas.

SAFETY PROJECTS

Several steps have been taken recently to improve safety at the present temporary connection of Interstate Route 80 and Route U. S. 46 in Denville.

We had previously erected very large signs facing the eastbound traffic warning them that "Freeway Ends 2000 Feet Ahead" and

SAFETY PROJECTS, cont'd.

"Freeway Ends 1000 Feet Ahead" at the applicable locations.

In addition to these, we had previously installed diamond-shaped, 4' x 4' signs with pictorial representation of a reverse curve.

These curve signs have been removed and in their place we have very recently installed large 6' x 6' signs with a pictorial representation of a sharp left curve looking very much like an upside-down fishhook. The 24" x 24" signs advising that 35 miles per hour was in effect at that particular location have been replaced with 30" x 30" signs directly under the pictorial curve signs.

In addition to the foregoing, along the edges of the curved ramp leading to Route U. S. 46, nine 2' x 8' reflectorized "arrow boards" have been installed on posts 14' high so that they depict the curve for a substantial distance. Two other 2' x 2' "arrow boards" have been installed on the reverse side of the curve, that is, on the other side of the highway where it joins Route U. S. 46.

Also, two "Reduce Speed" signs have recently been attached to the "Freeway Ends 1000 Feet Ahead" sign.

A traffic hazard was eliminated on Route 46, east of the Singac Circle, by paving the inside shoulder of the westbound roadway, so that three lanes of traffic would no longer have to squeeze into two lanes.

SAFETY PROJECTS, cont'd.

Similar work will be done on the eastbound roadway as soon as weather conditions permit this spring.

CONDEMNATION CASE LOAD

The number of cases pending indicates, as has been mentioned on a number of occasions, a definite need for more Deputies as well as additional office help.

Cases Pending at end of November	452
Cases Started during December	<u>22</u>
Total	474
Commissioners' Awards - December	16
Agreements	8
Judgments	3
	<u>27</u>
	447
Appeals Taken	<u>3</u>
Cases Pending at end of December	450

URBAN PLANNING

The Federal Highway Act of 1962 and regulations issued by the U. S. Bureau of Public Roads require formal agreements for cooperative transportation planning between State and local governments to be in effect in all urban areas by July 1, 1965

URBAN PLANNING, cont'd.

Following is New Jersey's status:

Salem County Urban Area Study

An agreement between the States of New Jersey and Delaware has been drawn up and approved as to legal form and content by the Deputy Attorney General. This agreement has been approved by the State Highway Engineer and commission action is presently being prepared. An appropriate number of copies will be submitted to the State of Delaware for their execution.

An agreement between the New Jersey State Highway Department and local communities has been prepared and will be submitted immediately to the Deputy Attorney General for approval.

Following commission action this agreement will be sent to the pertinent local communities for their signatures.

Both agreements for the Salem County Study meet with the approval of the Bureau of Public Roads.

Atlantic City Urban Area Study

A revised agreement made with the approval of the New Jersey Department of Conservation and Economic Development has been approved as to legal form and content by the Deputy Attorney General. This is an agreement between the New Jersey State Highway Department, the Department of Conservation and Economic Development and the local communities involved.

URBAN PLANNING, cont'd.

Commission action is being prepared for this agreement. When this has been approved by Commissioner Palmer, it will be submitted to Commissioner Roe for his signature and then to the local communities for their execution. This agreement has the approval of the Bureau of Public Roads.

Penn-Jersey Transportation Study

As a result of a joint meeting between the State of New Jersey and the Commonwealth of Pennsylvania, the Bureau of Planning and Traffic has prepared an agreement establishing a continuing agency for this Study. This agreement has been reviewed by the Department of Conservation and Economic Development and all suggested changes have been made. The understanding arrived at, at the joint meeting of the two States, is that each State will prepare such an agreement individually and the two agreements will be forged into a single document at a future meeting. The Bureau of Planning and Traffic was advised at the end of December 1964 that Pennsylvania has not as yet completed their revision to this agreement. However, we are concerned with discussions held with Mr. Nelson Galloway, Attorney to Secretary Harral of Pennsylvania, in the latter part of December, in which he indicated that Pennsylvania was not working on an agreement similar to the one that we have completed, but rather on an act which would establish a compact and would require approval by the legislatures of both States.

URBAN PLANNING, cont'd.

New Jersey avoided this procedure since we are doubtful that such legislation would materialize before July 1, 1965. Although we feel that as engineers we are not qualified to prepare compact legislation, we have, nevertheless, in an effort to be prepared for any eventuality, drafted such an act. This draft is based on similar legislation prepared for the Tri-State Study and would serve at least as a working document for a qualified lawyer. Our present philosophy is that little else can be done by the Bureau of Planning and Traffic until Pennsylvania is in a position to sit down and discuss this matter with us. Our position will be stated at the next Policy Committee meeting of the Penn-Jersey Transportation Study in Philadelphia on January 27th. It is anticipated that Secretary Harral will be present at this meeting.

Tri-State Transportation Study

Because of the stand taken by the New Jersey Legislature relative to compact legislation for this Study, it has been difficult to formulate any agreements as required by the Highway Act of 1962 for this Study since the form of the successor agency has been so indefinite. At the request of the Commissioner's office, the Bureau of Planning and Traffic is presently preparing four separate agreements which we feel will qualify New Jersey

URBAN PLANNING, cont'd.

for Federal funds after July 1, 1965, if executed by that time. These agreements are as follows:

1. A Memorandum of Understanding between the States of New Jersey and New York agreeing to cooperate in a continuing comprehensive planning study.
2. An agreement between the New Jersey State Highway Department and the nine counties involved in the Study agreeing to cooperate in a continuing planning process.
3. An agreement between the New Jersey State Highway Department and major municipalities of at least 50,000 population establishing similar cooperation as number two above.
4. An agreement between the pertinent counties and the smaller municipalities establishing the fact that the appropriate county official will represent the viewpoints of the smaller municipalities in this Study.

When these agreements have been prepared, they will be submitted to Commissioner Palmer along with a sample of a letter of transmittal covering each agreement as well as a list of local officials to whom they will be sent for implementation.

The above scheme is similar in nature to the present plan of the State of New York.

BRIDGE OPENINGS

The Bureau of Electrical Operations keeps a careful record of the number of times the movable bridges on the State Highway System are opened each year, and the delay to highway traffic which results.

There are 37 such bridges on the Highway System. During 1964 they were opened 42,316 times, an increase of approximately 2,450 openings from the previous year. This caused delays amounting to 3,828 hours, an increase of approximately 218 hours from the previous year.

Virtually all of the increase was due to additional openings of bridges over the smaller waterways, which reflects the up-swing in pleasure boating along the shore. The number of openings of large bridges across the major streams showed a decrease.

The Bureau of Electrical Operations is making a continuous effort to reduce the number of bridge openings by means of scheduling and otherwise, but, with the steady rise in popularity of motor cruisers and the like, which are now financially in reach of more families than ever before, it would appear that the only permanent solution lies in a long-range program of constructing high-level bridges to replace the movable spans.

COMPARATIVE STATISTICS

Following is a comparison of certain statistics relating to the State Highway System and to the Rail Commuter Program as of the end of 1964 and the end of 1963.

<u>STATISTICS</u>	<u>12-31-63</u>	<u>12-31-64</u>
Traffic Signs in Place (est.)	62,600	65,000
Fixed Bridges Maintained	2,099	2,213
Draw Bridges	39	38
Traffic Signals in Operation	1,123	1,170
Lanes Control Systems in Operation	5	4
Illuminated Signs in Operation	714	660
Mobile Radios in Operation	285	375
Base Radio Stations in Operation	11	11
Highway Lighting Units in Operation	16,769	18,936
County & Munic. Lighting Reimbursement	\$400,000	\$409,443
County & Munic. Lighting Units in Operation	11,670	12,424
Total Mileage State Highways	1,894	1,930
Total Mileage County Highways	6,684	6,710
Total Mileage Municipal Systems	22,940	22,940
Total Mileage State Parks, Forests & Instl. Rds.	464	464
Total Mileage Toll Roads	330	330
Total Mileage Above Five Groups	32,362	32,374
Interstate System Mileage Open	139.0	148.3
Interstate System Mileage Under Construction	27.4	33.5
Interstate System Mileage Engrg. & R. O. W.	133.7	122.0
Interstate System Mileage Align. Studies	75.8	69.5
Interstate System Mileage Total	375.9	373.3
Pass. Trains Under Contract (Mon. - Fri.)	632	692
Pass. Trains Under Contract (Sat.)	295	348
Pass. Trains Under Contract (Sun.)	179	232
Pass. Trips in Contracted Service (Mon. - Fri.)	151,000	158,150
Pass. Trips in Contracted Service (Sat.)	31,000	31,200
Pass. Trips in Contracted Service (Sun.)	15,500	15,900
Contract Payments to Railroads	\$5,900,000	\$7,200,000
Contract Payments per Car Mile	.28¢	---
Contract Av. Payt. per Pass. Trip	.14¢	.17¢
Contract Av. Payt. per Train Movement	\$31.63	\$34.88
Annual Operating Expenses for Contract. R. Rs.	\$55,210,000	\$53,975,000
Annual Operating Revenues for Contract. R. Rs.	\$33,380,000	\$32,207,000
Annual Operating Deficit for Contract. R. Rs.	\$21,830,000	\$21,768,000

NEWARK MODEL

During the initial construction of a model of the transportation network in the Newark Airport area for use in the New Jersey Pavilion at the World's Fair, a definite outline of the Port of New York Authority's plans for a new terminal at the Airport was not available. Therefore, a somewhat schematic outline was shown. Recently, the Port Authority completed these plans and wished to arrange a formal announcement. At the same time, the Newark Urban Re-development people wished to capitalize on the "advertising" value of the model.

Within a very short space of time, the model was transported to Newark Airport and assembled in the terminal building. Work began immediately to re-manufacture the portion indicating the proposed new terminal building.

ENGINEERING COMPUTER BUREAUSummary of 1964 Operations

During 1964, use of the computer increased by 20 per cent. This gain can be attributed partly to the two-day seminars for design engineers. These seminars on the use of computer programs were held quarterly during the year. In addition, a seminar for bridge designers was very successful in stimulating computer use by the Bridge Division.

ENGINEERING COMPUTER BUREAU, cont'd.

Additional training seminars are planned for 1965, including a FORTRAN programming course for designers.

This year's operations were very successful, and the Engineering Computer Bureau is looking forward to even greater progress in 1965.

Major accomplishments during 1964 were:

1. Processed a total of 9,718 Horizontal Alignment and Bridge Geometry Problems, or the equivalent of 10,000 plus engineering man hours.
2. Processed 868 curve data problems, 218 alignment and ramp profiles, and 25 bridge elevation problems.
3. Performed computations required for the design of twenty highway bridges.
4. Began computer processing of Laboratory data and statistical analysis of the data.
5. Produced Average Weighted Price Charts for the use of estimators and distribution to other interested parties. The Division of Roads and Federal Aid Secondary are now using this program. The Bridge Division, State Aid, and the Electrical Bureau will also use this program in 1965.

ENGINEERING COMPUTER BUREAU, cont'd.

6. Processed the 104B Interstate Estimate on the computer, thus saving many hours of computation time and producing a relatively error free tabulation.
7. Produced two revised Interstate Schedules, the latest one based on the 1965 104B Estimate.
8. Processed the Annual Loadometer data for the Bureau of Planning and Traffic.
9. Produced the 1963 Accident Report.
10. Analyzed the 1963 Accident data for patterns. This will be accomplished on a statistical basis for the 1964 data.
11. Converted our computer programs to utilize a 1443 on line printer installed in September.
12. Produced Interstate Status Reports for use by the Bureau of Public Information.
13. Programmed the computations necessary for the analysis of Back Water Curves.
14. Programmed the calculations required for the design of a twin box culvert.

ENGINEERING COMPUTER BUREAU, cont'd.

15. Completed programming on the first phase of the Status of Plans program and developed a standard monthly progress report form and a standard CPM diagram necessary for operation of the system.
16. Designed a right of way parcel inventory system. Programming and data coding will continue in 1965.
17. Developed the idea for printing Engineering Specifications directly to stencils, thus all but eliminating proof reading and typing of the supplementary specifications. In addition, this method will reduce specification printing time.
18. Produced System Mileage tables for the Bureau of Public Roads on the Computer including a lane miles by control section table.
19. Computed 18 Kip equivalencies for pavement design utilizing truck weight data.
20. Began conversion of traffic count data to the computer.

Applications Under Development for 1965

1. Perfection and expansion of the status of plans report.

ENGINEERING COMPUTER BUREAU, cont'd.

- d. Traffic maps.
- e. Traffic origin and destination data.
- f. Bridge influence lines.
- g. Control Charts for Quality Control.

4. A method of statistical quality control of highway materials utilizing control chart techniques will be developed in 1965.

5. Route Sufficiency Ratings.

6. Engineer's Estimating Program.

7. Accident Analysis using statistical techniques.

Future Applications

- 1. A program for design of prestressed box beams.
- 2. Pavement Design
- 3. Single cell box culvert.
- 4. Drainage Analysis - storm sewers.
- 5. Curved Bridge Design.
- 6. Right of Way Appraisals.
- 7. Right of Way Comparable Sales.
- 8. Land use analysis.
- 9. Simulation of traffic and traffic control programs.
- 10. Economic Analysis of engineering designs.

DIVISION OF RAILROAD TRANSPORTATION

Hearings were held on petitions of the Reading Company, Central Railroad Company of New Jersey and New York, Susquehanna & Western Railroad to reduce passenger service. A decision was released authorizing the Reading and Jersey Central to discontinue one weekday and one Saturday round-trip operated jointly by the two carriers between Jersey City and West Trenton.

The first authorization to increase the cost of tickets to the public since the beginning of the contract program in 1960 was given during December. The Erie-Lackawanna was permitted to institute a complete cash fare system on its ferryboats and to increase commutation fares generally.

Another decision authorized the Pennsylvania-Reading Seashore Lines to substitute bus service for its trains operating between Haddonfield and Camden when this action is necessary to permit work to proceed on the rapid transit line being constructed by the Delaware River Port Authority between Camden and Kirkwood.

Agreement was reached with the State of Pennsylvania and the Delaware River Port Authority whereby the three parties would contribute funds for the continued operation of the Delaware River Ferry Company service between Bridgeport, New Jersey and Chester, Pennsylvania, until the Port Authority completes construction of a bridge between these points.

DRIVER ACCIDENT REVIEW BOARD

Several years ago, the Highway Department established a "Driver Accident Review Board" which reviews all accidents involving Highway Department vehicles on a monthly basis, and determines whether the accidents were "preventable" or "non-preventable".

A representative of the insurance company providing fleet insurance for the State of New Jersey attends these meetings and has often stated that the work of the Review Board "has been responsible for considerable reduction in the number of accidents".

The Department was informed this month that a proposal for the creation of a statewide Accident Review Board has been forwarded by the insurance company to the proper officials in the Treasury Department.

It is felt that since many of the accidents involving State-owned vehicles obviously involve private vehicles, that creation of such a Board would coincide with the State's efforts to reduce traffic accidents generally.

Copies of the reports of the meetings of the Highway Accident Review Board can be made available to other departments if there is an interest in pursuing this thought further.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Dec. 9 - Meeting with Federal Bureau of Public Roads officials, including Washington office representatives, regarding right of way matters.

Dec. 10 - Meeting with Perry Shoemaker regarding Central Railroad fiscal problems.

Dec. 14 - Meeting with Booz, Allen & Hamilton regarding suggestions pertaining to their maintenance operation.

Meeting with Pennsylvania Railroad and Port of New York Authority officials regarding proposed Newark to Journal Square project.

Dec. 15 - Meeting with Assemblyman Musto regarding Union City matters.

Dec. 16 - Meeting with members of Highway staff and Hanover Township officials regarding routes in that area.

Meeting with Greater Newark Chamber of Commerce officials at Newark Airport in relation to meadowlands redevelopment matters.

MEETINGS, cont'd.

Dec. 16 - Meeting with Somerset County officials regarding
Route 78, Watchung.

Dec. 17 - Meeting with Senator Scholz and Delaware River Port
Authority officials concerning the Delair Bridge.

Meeting with officials of Belmar.

Dec. 21 - Meeting with representatives of the Metropolis
Brewery in Trenton regarding the affect of Route
29 on their plant.

Dec. 22 - Meeting with Agriculture Secretary Alampi and Mr.
Louis Stein, President of the Food Fair Company,
regarding public markets.

Dec. 30 - Meeting with Messrs. Moses and Tobin regarding
metropolitan movement of transit, Narrows Bridge
and World's Fair matters.

Meeting with Senator Sandman regarding highway
matters affecting North Wildwood and other Cape
May County areas.

Jan. 5 - Conference with the Governor and his staff concerning
the Governor's Annual Message to the Legislature.

MEETINGS, cont'd.

Jan. 6 - Meeting with officials of the Fidelity Union Trust Company in Newark regarding acquisition of their East Orange branch in connection with construction of Route 280.

With Mr. Schuyler attended State Chamber of Commerce meeting in Newark for discussion of matters concerning Newark.

Jan. 8 - Meeting with Mayor Whelan of Jersey City and his associates regarding highway land acquisitions near their water supply source at Boonton.

Meeting with Senator Woolfenden regarding Route 15 and other Sussex County matters.

Dec. 11 - Meeting with Senator Scholz and Senator Hunt and officials of the Delaware River Port Authority regarding acquisition and operation of the Chester-Bridgeport Ferry.

Dec. 12 - Testified before the ICC in Philadelphia regarding rapid transit.

CONTRACTS AWARDED

September 15 -	Route 80 - Section 1/4 from Fairfield Avenue, Demolition of Building - Passaic County <u>V. Ottilio & Sons, Paterson</u>	‡ 8,700.00
September 15 -	New Jersey State College at Glassboro - Grading & Paving Access Road & Parking Areas, Contract #3 Boro of Glassboro, Gloucester Co. <u>Union Paving Company, Wynnewood, Pa.</u>	36,901.98
September 24 -	Route 78 - Warren Township, Bernards Township, Boro of Watchung-Somerset County, Passaic Twp., Morris County <u>Conduit & Foundation Corporation, Phil.</u>	2,788,914.12
September 28 -	Route 24 (1953) Sections 3A & 1/4A from Prosper Way to Route 57 Resurfacing, Boro of Washington Twp. of Washington & Mansfield Warren Co. & Morris County <u>Warren Paving Co., Inc., Stewartsville</u>	218,888.00
September 30 -	New Jersey State College at Paterson Grading & Paving Access Road Contr. #4 Township of Wayne, Passaic County <u>Franklin Contracting Company</u>	119,908.40
October 14 -	Route 35 (1953) Section 10B from Hobart Ave. to Rt. 36 Interchange Widening & Resur. Barrier Curb & Bridges Including Grade Separation at Broadway & Maple Place Boro of Keyport, Monmouth Co. <u>Edward O. Wickberg & Co. Inc., Perth Amboy</u>	16,389.00
October 21 -	Route 78 - Section 1/4E from Stony Hill Road to E. of Plainfield Avenue, Grading, Paving & Bridges Borough of Watchung & Twp. of Berkeley Heights, Somerset & Union Counties <u>Mal-Bros Contracting Co., West Caldwell</u>	2,408,710.64

October 21 -	Route US-22 (1953) Sect. 13C & 14D from Vaux Hall Road to New Providenc Road, Resur. & Drainage, Twp. of Union & Springfield, Boros of Mountain- side & Kenilworth, Union County <u>Standard Bitulithic Co., Newark</u>	832,360.55
October 21 -	Route 208 (1953) Section 3D - Con- struction of Inner Ramps at Maple Avenue Interchange, Boroughs of Glen Rock and Fair Lawn, Bergen Co. <u>Sam Braen Construction Co., Wyckoff</u>	54,948.25
October 29 -	Route 35 (1953) Sect. 12E, Repairs to Victory Bridge Fender, Borough of Sayreville & City of Perth Amboy, Middlesex County <u>Mohawk Constructors, Inc., Linden</u>	964,071.51
November 16-	Route 28 (1953) Section 7B Bridge & Approaches at Rahway River, Twp. of Cranford Union County <u>Schiavone Constr. Co., Inc., Secaucus</u>	184,305.40
November 16-	Route 49 - City of Millville Section 9A - Channelization at Wade Blvd. and Leaming Mill Road - Cumberland County <u>Austin P. Hill, Inc., Millville</u>	69,779.26
November 17-	Route 78 - Section 5T - from the Pa. RR to Rt. US-1 & 9, Wet Excavation and Zone 2 Refill, City of Newark, Essex County, Fed. Project I-78-5(17)58 <u>Mal-Bros. Contract. Co., West Caldwell</u>	6,186,006.50
November 18-	Route 280 - Section 6D from Harrison St. to Munn Avenue, Grading, Drainage, Incidental Paving, Bridges & Walls, City of East Orange, Essex Co., Federal Pro- ject Nos. I-280-6(16)58 - Rt. 78 and I-78-5(18)58 <u>Mohawk Constructors, Inc., Camden</u> <u>P.T. & L. Constr. Co., Paramus</u>	4,598,720.63

November 19 -	Reconstruction of Hudson County Blvd., (John F. Kennedy Memorial Blvd. from Fed. Aid Secondary Rt. 253 (Access Rd.) to Communipaw Avenue - Hudson County - FAS SU250(1)	<u>Standard Bitulithic Co., Newark</u>	\$ 1,675,480.32
November 24 -	Route 78 - Section 3F - Lebanon Borough-Clinton Twp., Readington Twp., Tewksbury Twp., Hunterdon Co., Grading, Drainage, Paving & Bridges	<u>Public Constructors, Inc., Millville</u>	4,261,042.02
November 30 -	Mt. Ephaim Ave. Traffic Signal Systems - Mt. Ephraim Ave. from Haddon Ave. to No. of Fairview St. City of Camden & Boro of Woodlynne, Camden County - FA Secondary SU249(1)	<u>Gerrold Elec. Constr. Co., Inc.</u>	74,062.89
		<u>Almonesson</u>	
December 11 -	Route 17 - (1953) Section 5C Interchange at Linwood Avenue and at Paramus, Grading, Paving, Bridges and Walls - Boro of Paramus and Village of Ridgewood, Bergen Co.	<u>Schiavone Constr. Co., Inc., Secaucus</u>	2,323,948.10
December 18 -	Route 280 - Sect. 4E & 5M - from Mt. Pleasant Ave. to Kenilworth Place, Demolition of Bldgs., Towns of West Orange, Essex County	<u>A. Thomae & Sons, Inc., Newark</u>	34,200.00
December 18 -	Route 13, Section 1B - Underwater Rock Fill at Route 13 Bridge over Manasquan-Bay Head Canal (Inland Waterway), Point Pleasant Borough, Ocean County	<u>Foundations & Structures, Inc., Lynwood</u>	157,509.00
December 23 -	Reconstruction of Mountain Avenue, from Diamond Hill Road to Livingston Avenue Borough of Berkeley Heights & Twp. of Berkeley Heights & Twp. of New Providence, Union County	<u>Michael LaMorgese & Sons, Inc., Irvington</u>	261,188.03

December 28 -	Route 35 (1953) Sect. 13B from N.J. Tpke. to Church St., Widening, Resurfacing & Bridge Widening, Twp. of Woodbridge, Middlesex County <u>Middlesex Concrete Prod. & Excav. Woodbridge</u>	211,022.00
January 6 -	Route 80, Section 4Z from Garden State Parkway to Senate Street, Permanent Signs, County of Berge <u>Whitmyer Bros., Inc., Hammonton</u>	109,987.45 \$27,597,044.05

BIDS RECEIVED

September 10	-	New Jersey State College at Paterson - Grading & Paving Access Road - Contract #4 Township of Wayne, Passaic Co. <u>Franklin Contracting Company</u>	\$ 119,908.40
September 17	-	Route 24 (1953) Sections 3A & 4A from Prosper Way to Route 57 Resurfacing, Boro of Washington Twp. of Washington & Mansfield Warren Co. and Morris County <u>Warren Paving Co., Inc., Stewartsville</u>	218,888.00
October 1	-	Route 78 - Section 4E from Stoney Hill Road to East of Plainfield Avenue, Grading, Paving & Bridges, Borough of Watchung and Twp. of Berkeley Heights, Somerset & Union Counties <u>Mal-Bros Contracting Co., West Caldwell</u>	2,408,710.64
October 8	-	Route 35 (1953) Section 10B from Hobart Avenue to Route 36 Interchange, Widening and Resurfacing, Barrier Curb & Bridges Including Grade Separation at Broadway & Maple Place, Boro of Keyport, Monmouth County, <u>Edward O. Wickberg & Co., Inc.</u>	16,389.00
October 8	-	Route 35 (1953) Section 12E - Repairs to Victory Bridge Fender, Borough of Sayreville & City of Perth Amboy, Middlesex County <u>Mohawk Constructors, Inc., Linden</u>	964,071.51
October 8	-	Route U.S. 22 (1953) Sections 13C & 14D from Vaux Hall Road to New Providence Road, Resur. & Drainage, Township of Union & Springfield, Boros of Mountainside & Kenilworth, Union County <u>Standard Bitulithic Co., Newark</u>	832,360.55

October 15	-	Route 208 (1953) Section 3D - Construction of Inner Ramps at Maple Avenue Interchange Boroughs of Glen Rock and Fair Lawn, Bergen County <u>Sam Braen Construction Co., Wyckoff, N.J.</u>	\$ 54,948.25
October 22	-	Route 78 - Section 5T - from the Pa. Railroad to Rt. US-1 & 9, Wet Excav- ation and Zone 2 Refill, City of Newark, Essex County <u>Mal-Bros. Contracting Co., West Caldwell</u>	6,186,006.50
October 22	-	Mt. Ephraim Ave. Traffic Signal Systems Mt. Ephraim Ave. from Haddon Ave. to No. of Fairview St., City of Camden & Boro of Woodlynne, Camden County - Contr. #2 <u>Gerold Elec. Constr. Co., Inc.</u> <u>Almonesson</u>	74,062.89
October 29	-	Route 280 - Section 6D from Harrison St. to Munn Avenue, Grading, Drainage, Incid- ental Paving, Bridges & Walls, City of East Orange, Essex Co., (Joint Venture) <u>Mohawk Constructors, Inc., Camden</u> <u>P.T.&L. Constr. Co., Paramus</u>	4,598,720.63
November 5	-	Route 78 - Section 3F Lebanon Borough - Clinton Township Readington Twp., Tewksbury Township Hunterdon County - Grading, Drainage, Paving & Bridges <u>Public Constructors, Inc., Blackwood</u>	4,261,042.02
November 5	-	Route 28 - (1953) Section 7B Bridge & Approaches at Rahway River Township of Cranford, Union County <u>Schiavone Construction Co., Inc.,</u> <u>Secaucus</u>	184,305.40
November 5	-	Route 49 - City of Millville - Sect. 9A Channelization at Wade Blvd. and Leam- ing Mill Road - Cumberland Co. <u>Austin P. Hill, Inc., Millville</u>	69,779.26

November 19	-	Route 17(1953) Section 5C - Interchange at Linwood Avenue and at Paramus, Grading, Paving, Bridges & Walls, Boro of Paramus & Village of Ridgeood, Bergen Co. - Project U-102(20)	<u>Schiavone Construction Co., Inc.</u> <u>Secaucus</u>	\$ 2,323,948.10
December 3	-	Route 280 - Section 4E & 5M - from Mt. Pleasant Ave. to Kenilworth Place, Demolition of Buildings, Town of West Orange, Essex Co. Project I-280-6(7)55	<u>A. Thomae & Sons, Inc., Newark</u>	34,200.00
December 3	-	Reconstruction of Mountain Avenue from Diamond Hill Road to Livingston Avenue, Borough of Berkeley Heights & Twp. of New Providence, Union Co., FAS No. SU125(3)	<u>Michael LaMorgese & Sons, Inc.,</u> <u>Irvington</u>	261,188.03
December 17	-	Route 35 (1953) Sect. 13B from N.J. Turnpike to Church Street, Widening, Resurfacing & Bridge Widening, Twp. of Woodbridge, Middlesex County	<u>Middlesex Concrete Prod. & Excav. Co.,</u> <u>Woodbridge</u>	211,022.00
December 17	-	Route 80, Section 4Z from Garden State Parkway to Senate Street, Permanent Signs, Co. of Bergen	<u>Whitmyer Bros., Inc. Hammonton</u>	109,987.45
December 17	-	Route 13, Section 1B, Underwater Rock Fill at Route 13 Bridge over Manasquan-Bay Head Canal (Inland Waterway), Point Pleasant Borough, Ocean County	<u>Foundations & Structures, Inc., Lynwood</u>	157,509.00
January 7	-	Route 80, Section 5W, Electrical Installations, from North of Southbound Rt. 17 and Gregg St., in Boro of Lodi to Hyler St. in the Twp. of So. Hackensack, Bergen County	<u>Busch Bros., Inc., Englewood</u>	154,263.75

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January 7	-	Route 280 - Section 7B - Storm Trunk Drain from a point approx. 150 feet west of High Street to the Passaic River, in the City of Newark, Essex County <u>Peter W. Kero, Inc., Carlstadt</u>	1,075,331.00
January 7	-	Route 42 - Sect. 13F & 14H, North-South Freeway, from Rt. 295 to 1400' So. of Lower Landing Road-Camden & Gloucester Counties <u>South Jersey Constr. Co., Riverside</u>	374,561.50
January 7	-	Route 440 (1953) Section 2B from Clendenny Avenue to the vic. of Danforth Ave., Island Closing & Turnarounds, City of Jersey City, Hudson County <u>Ralph Barrone & Sons, Kenilworth</u>	<u>213,230.50</u> \$24,902,634.38

BIDS TO BE RECEIVED

October 15 - Route 208 (1953) Section 3D -
Construction of Inner ramps
at Maple Avenue Interchange
Boroughs of Glen Rock and Fair
Lawn, Bergen County

October 22 - Route 78 - Section 5T- From the
Pennsylvania Railroad to Route
U.S. 1 & 9, Wet Excavation and
Zone 2 Refill, City of Newark,
Essex County

October 22 - Mt. Ephraim Avenue Traffic Systems
Mt. Ephraim Avenue from Haddon Avenue
to North of Fairview Street, City of
Camden & Boro of Woodlynne, Camden
County

October 29 - Route 280 - Section 6D from Harrison
Street to Munn Avenue, Grading,
Drainage, Incidental Paving, Bridges
& Walls, City of East Orange, Essex Co.

November 19 - Route 17 - (1953) Section 5C
Interchange at Linwood Avenue
and Paramus, Grading, Paving,
Bridges & Walls Boro of Paramus
& Village of Ridgewood, Bergen
County

November 19 - (Cancelled)
December 3 - Route 280 - Section 4E & 5M
from Mt. Pleasant Ave. to
Kenilworth Place, Demolition
of Buildings, Town of West
Orange, Essex County

December 3 - Reconstruction of Mountain Ave.
from Diamond Hill Road to Liv-
ingston Avenue - Borough of
Berkeley Heights & Twp. of New
Providence, Union Co. FAS No.
SU-125(3)

December 17 - Route 35 (1953) Section 13B
from N.J. Turnpike to Church
Street, Widening, Resurfacing
& Bridge Widening, Twp. of Wood-
bridge, Middlesex Co.

December 17 - Route 80 Section 4Z from Garden
State Parkway to Senate Street
Permanent Signs, Co. of Bergen

December 17 - Route 35 (1953) Section 13B
from N.J. Tpke. to Church
St. Widening, Resurfacing &
Bridge Widening, Twp. of Wood-
bridge - Middlesex Co.

December 17 - Route 80 - Section 4Z from
Garden State Parkway to Senate
Street, Permanent Signs Co. of
Bergen - Federal Project I-80-
4(19)69

January 14 - Reconstr. of Stone Harbor Blvd.
from 3700' East of Garden State
Parkway to Great Channel - Cape
May County - Federal Aid Secondary
S-81(3) and E.R. 14(2)

January 14 - Route 42 - Section 14J & 15F -
North South Freeway, from 1400'
So. of Lower Landing Road to
Grenloch-Little Gloucester Rd.
Camden County
Project F-193(12)

January 21 - Route 295 - Section 1N from Holly-
wood Avenue to Pedricktown Road,
Grading Bridges & Incidental Pav-
ing, Salem Co., Proj. I-295-1(31)3

January 28 - Route 36 (1953) Section 2B & 3C from
Palmer Avenue, Keansburg to First Ave.
Atlantic Highlands, Widening, Resur-
facing, Barrier Curb & Bridges, Twps.
of Middletown & Boro of Atlantic High-
lands, Monmouth County
Project U-111(10)

January 28 - Route 295 - Section 2J & Rt. 38 (1953)
Section 2D & 3A from Marter Avenue to
Vic. of Briggs Rd. Burlington Co.
Project I-295-2(21) and
Project F-106(15)

STATISTICAL SECTION

MONTHLY DIVISIONAL REPORT

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Division: Bridge

Bureau: Design Section

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<u>ROUTE</u>	<u>SECTION</u>	<u>PROCESSING PLANS AND SPECIFICATIONS</u>	<u>% PLANS COMPLETE</u>	<u>TARGET DATE FOR ADVERTISING</u>
*US1		12th Street Viaduct	25	
*US1	17A	U.P. at Magnolia Avenue - Repairs	95	1965
*3		NYS&WRR - Deck Repair	6	1965
4	3H	Stairs - River Road Overpass		
7		Overpass at DL&WRR		
*13		Lovelandtown Bridge Sidewalks		
15		3 Bridges, 1 Culvert (Howard, Needles, Tammen & Bergendoff)		
17		U. P. at Relocated Hollywood Avenue		
18	2A&LC	Weston Mill Pond Bridge over Lawrence Brook		
18		U.P. at Connector - Old Bridge Road - C.L. Fence		
20	2A	6 Bridges, Paterson Peripheral Route (Madigan-Hyland)		
21 Fwy.	1.	? Bridges; from Sc. Pky. to Lafayette Ave. (E.&K.)		
22		1 Structure - Cokesbury Road		
29 Fwy.	5	7 Bridges (Fay, Spofford & Thorndike, cons.)		
33		3 Structures - Widenings		
35 Fwy.		27 Structures (Porter, O'Brien & Armstrong, cons.)		
*42 Fwy.		Chain Link Fence, U.P. Route 41		
46		1 Structure, Warren County		
55		9 Structures, Millville Bypass		
70	11A	2 Structures - Widening		
72		3 Structures - Ocean County		
78		9 Structures, Berkeley Hgts. to Shunpike Rd. (Madigan-Hyland, cons.)		
78	2G	6 Structures (Parsons, Brinckerhoff, Quade & Douglas, cons.)		
78	2M&3E	9 Bridges, 2 Culverts (Parsons, Brinckerhoff, Quade & Douglas, cons.)		
78	4J	1 Bridge, 1 Culvert (Brill Engr., cons.)		
78	4G	1 Bridge (Brill Engr., cons.)		
78	4F	1 Bridge (Brill Engr., cons.)		
78	4N&5P	3 Bridges (Madigan-Hyland, cons.)		
78	5L	5 Bridges (Madigan-Hyland, cons.)		
78	5N	3 Bridges, 1 Culvert (Madigan-Hyland, cons.)		
78-69		8 Structures, Clinton Point Interchange (P.B.Q.&D., cons.)		
78-24	5J&12A	23 Structures (Madigan-Hyland and Howard, Needles, Tammen & Bergendoff, cons.)		
78		9 Bridges, Haynes Ave. Intchg. (Madigan-Hyland, cons.)		
78		16 Bridges, Port St. Intchg. (Madigan-Hyland, cons.)		
80	3	28 Bridges (Fay, Spofford & Thorndike, cons.)		
78		6 Bridges; Springfield to Walker Ave. (Madigan-Hyland)		

(*) Maintenance Funds

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Division: Bridge

Bureau: Design Section

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ROUTE	SECTION	PROCESSING PLANS AND SPECIFICATIONS	% PLANS COMPLETE	TARGET DATE FOR ADVERTISING
80	4S	Rt. 23 Interchange, 15 Bridges; Retaining Wall, Temp. RR Tresle, Sign Support Structure (Fay, Spofford & Thorndike, cons.) 3 Culvert Exts. (John G. Reutter, cons.) Pedestrian Overpass - Douglass College Columbus By-Pass - Chain Link Fence	100	
US130				
172				
*206				
208				
280				
280		8 Structures - From Rt. 80 Interchange to Pleasant Valley Way (Clarke & Hartman, cons.) 13 Structures, West of Orange-E.Orange City Line (Edwards & Kelcey, cons.)		
280	5J	1 R.R. Bridge (Edwards & Kelcey)		
278	1	? Bridges (Parsons, Brinckerhoff, Quade & Douglas)		
280	6F	7 Bridges, Newark Section, (Parson, Brinckerhoff, Quade & Douglas, cons.)		
287		7 Bridges; from Rt. 1 to N.J. Tpk. (Madigan-Hyland)		
287	7C	7 Bridges, 3 Culverts (Madigan-Hyland, cons.)		
295		19 Structures (Taylor, Wiseman, Taylor & Sleeper)		
295	1R,1S	1 Bridge, 6 Culverts (T.W.T.&S., cons.)		
295	1P	4 Bridges (T.W.T.&S., cons.)		
*322	11C	1 Structure - Deck & Pier Repairs	100	1965
440		20 Bridges (Tentative) From US1 to Outerbridge Crossing (Madigan-Hyland, cons.)		
Morris County		Howard Blvd. & DL&WRR Br. at County Rt. 264		
Middlesex County		2 Culverts, Easton Ave. Improvement (Goodkind & O'Dea)		

PROJECTS SENT TO B. P. R. FOR APPROVAL

38	1F&2C	4 Structures - Intchg. at R. 38, 41, & 73
55	6	3 Structures - U.P. at Relocated Main St., O.P. Broad St., O.P. Leaming Mill Road
78 & 287	4K 4E & 5J	Sign Support Structures
280	6E	6 Bridges, Walls, Sign Support Structures

(*) Maintenance Funds

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Division: Bridge

Bureau: Design Section

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<u>ROUTE</u>	<u>SECTION</u>	<u>PROJECT ADVERTISED FOR BIDS</u>	<u>DATE OF BID</u>
36	2B&3C	2 Bridges, 4 Culverts - From Palmer Ave., Keansburg, to First Avenue, Atlantic Highlands	1/28/65
280	7B	Storm Trunk Drain, City of Newark	1/7/65
295	1N	7 Bridges - From Hollywood Ave. to Pedricktown Road	1/21/65
295 & 38	2J & 2D&3A	8 Structures - From Rt. 73 to Vicinity of Rt. 38 and Marter Ave to Vicinity of Briggs Road	1/28/65

MONTHLY DIVISIONAL REPORT

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Division: Bridge

Bureau: Construction Section Sheet 1 of 3

<u>ROUTE</u>	<u>SECTION</u>	<u>NAME OF PROJECT</u>	<u>% OF COMPLETION</u>
4	2D	2 Structures-Spring Valley Rd. to Kinderkamack Rd., Bergen County.	63
* 4	2E&3G	Deck Repairs - 3 Structures, Bergen County.	75
* 13	1B	Underwater Rock Fill at Rt. 13 Br. over Manasquan-Bay Head Canal, Ocean County.	2
17	5C	4 Structures - Intchg. at Linwood Ave. & Paramus Rd., Bergen County.	0
21	5A	8 Structures, Essex County.	97
24	13B	Culvert at Van Winckle Brook, Essex-Union Co.	47
28	7B	Rahway River Bridge, Union County.	0
35	10B	5 Structures - From Hobart Ave. to Rt. 36 Interchange, Monmouth County.	11
* 35	12E	Repairs to Victory Br. Fender, Middlesex Co.	0
35	13B	Widening of Heards Brook Bridge, Middlesex Co.	0
44 168	3A & 1A&2A	Culvert over S. Br. Newton Creek, Gloucester & Camden Counties.	99
69&202	2A	3 Neshanic River Bridges, Hunterdon County.	100
70	1B	3 Structures-From Browning Road Circle to Cuthbert Boulevard, Camden County.	95
78	3F	8 Structures, Cokesbury Rd. to County Rt. 523, Hunterdon County.	2
78	3G	11 Structures-From County Route 523 to Burnt Mills Rd., Hunterdon-Somerset Counties.	43
78	4E	2 Structures-From Stony Hill Road to E. of Plainfield Ave., Somerset & Union Counties.	5

(*) Maintenance Funds

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Division: Bridge

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<u>ROUTE</u>	<u>SECTION</u>	<u>NAME OF PROJECT</u>	<u>% OF COMPLETION</u>
78	4H	7 Structures-From King Geo. Rd. to Horse Shoe Rd., Somerset & Morris Counties.	7
78	4L	7 Structures, From Rt. 287 to King George Road, Somerset County.	55
78	5T	Peddie Ditch Sheet Pile Wall, Essex County.	0
80	3E	3 Structures-From Pine Brook Road to 2 Bridges, Morris-Essex Counties.	36
80	4F	3 Structures, Garden State Parkway to Senate Street, Bergen County.	100
80	4H	6 Bridges, Retaining Walls-From Martin St. to Lakeview Avenue, Passaic & Bergen Counties.	96
80	4M	Viaducts, Walls & Bridge, Passaic County.	60
80	4Z	Permanent Signs - Garden State Parkway to Senate Street, Bergen County.	0
80	5S	5 Structures, Polifly Road to Hackensack River Bridge, Bergen County.	99
80	5Y	Permanent Signs-From Hackensack & Lodi R.R. to Hackensack R. Bridge, Bergen County.	78
95	1N	6 Structures-Interchange with Rt. 80, Bergen Co.	98
US202 69&202	6A & 1B	3 Structures-From US202, 1 mile south of Rt. 69 to Larisons Corner, Hunterdon County.	48
280	3A&4A	S.B. Prospect Avenue over I-280, Essex County.	37
280	5F,6B,7A	Drainage Tunnel, Essex County	24
280	6C	Bridge, Ped. Bridge & Walls, Main St. Relocation, Essex County.	57
280	6D	7 Structures-From Harrison St. to Munn Avenue, Essex County.	1

(*) Maintenance Funds

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Division: Bridge

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<u>ROUTE</u>	<u>SECTION</u>	<u>NAME OF PROJECT</u>	<u>% OF COMPLETION</u>
287	6E	4 Structures-From 1000' N. of Far Hills Road to US202-206, Somerset County.	20
287	6F&7B	4 Structures-From Mt. Airy Rd. to North of Far Hills Road, Somerset County.	38
287	11A&12C	5 Bridges, 1 Cribwall - Interchange at Rt. 80, Morris County.	97
287	12D,13C,14B	Permanent Signs - Rt. 80 Interchange to US202, Morris County.	99
295	1M	Raccoon Creek & Oldmans Creek Bridges, Gloucester-Salem Counties.	63
* 295	1Z	Timber Bulkheads at Rt. 295 Bridge over Big Timber Creek, Camden-Gloucester Counties.	93

BRIDGES OFF STATE HIGHWAY SYSTEM:

<u>COUNTY</u>	<u>NAME OF PROJECT</u>	<u>% OF COMPLETION</u>
Bergen County	Musquapsink Brook Bridge.	100
Essex County	Canoe Brook Road Bridge.	3
Hudson County	Reconstruction of Hudson County Boulevard over Newark & NYRR.	0
Monmouth County	Pleasure Bay Bridge.	44

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT

Division: of Roads, Design & Construction

Bureau:

ROUTE	SECTION	LOCATION	PERCENTAGE COMPLETED	
			Dec. 1, 64	Jan. 1, 65
4	2-D	Widening, Resurfacing and Bridges	60%	67%
9	23A & 24A	Resurfacing, Dualization and Bridges	97%	97%
9	23-B	Resurfacing, Dualization and Bridges	80%	93%
15	2-A	Dualization	8%	16%
21	5-A	Paving, Bridges and Walls in the City of Newark	95%	96%
24	3A & 4A	Resurfacing	40%	40%
24	13-B	Widening and Resurfacing	60%	74%
29	13F & 14A	Grading, Paving and Culvert	82%	84%
35	1-B	Widening, Resurfacing, Barrier Curb and Bridges	114%	114%
36	1A & 2A	Widening, Resurfacing, Barrier Curb and Bridge	97%	99%
38	1-C	Widening, Resurfacing, Barrier Curb and Interchange	95%	95%
44-168	3-A Etc.	Drainage Improvement	90%	97%
69-202	1A & 2B	Grading and Dualization	26%	36%
70	1-B	Widening, Resurfacing Barrier Curbs and Bridge	67%	70%
78	3-F	Grading, Drainage, Paving and Bridges	0.54%	9%
78	3-G	From County Route 523 to Burnt Mills Road	22%	30%
78	4-H	Grading, Bridges and Incidental Paving	6.7%	12%
78	4-E	Grading, Paving and Bridges		6%
78	4-L	Grading, Bridges and Incidental Paving	49%	54%
78	5-T	Wet Excavation and Zone 2 Refill		0.48%
80	3-E	Grading, Drainage, Bridge and Culvert	46%	53%
80	4-F	Grading, Paving and Bridge	91%	91%
80	4-H	Grading, Bridges and Walls - City of Paterson	83%	88%
80	4-M	Grading, Paving, Viaducts, Walls and Bridges - Paterson	52%	55%
202	6-A)			28%
69 & 202	1-B)	Grading, Drainage, Paving and Bridges	22%	28%
280	3A & 4A	Grading, Paving & Bridge - Town of West Orange	86%	87%
280	6-C	Grading, Paving, Bridges and Walls	35%	56%
280	6-D	Grading, Drainage and Incidental Paving		0.63%
280	4E & 5M	Demolition of Buildings		3%
287	5F & 6B	Grading, Paving and Bridges	99%	99%
287	6-C	Grading, Paving and Bridges	99%	99%
287	6-E	Grading, Paving and Bridges	25%	32%
287	6F & 7B	Grading, Paving and Bridges	28%	30%
287	11A & 12C	Grading, Paving and Bridges	69%	70%
295	1-M	Route U.S. 322 to High Hill Road & Oldman Creek Road Glassboro State College - Contract No. 3 New Jersey College at Paterson - Contract No. 3 New Jersey College at Paterson - Contract No. 4	89% 93% 93% 40%	96% 95% 93% 55%

MONTHLY DIVISIONAL REPORT

Month of December 19 64

Division: of Roads, Design & Construction

Bureau: of Roads

PROJECTS AWARDED IN DECEMBER

Route 17, Section 5C - Interchange at Linwood Avenue and at Paramus Road.
Awarded to Schiavone Construction Company, Inc. on December 11, 1964.

Route 280, Section 4E & 5M - Demolition of Buildings. Awarded to William M. Young & Company on December 18, 1964.

Route 35, Section 13B - Widening & Resurfacing and Bridge Widening. Awarded to Middlesex Concrete Products & Excavatin Corp. on December 28, 1964.

PROJECTS ACCEPTED IN DECEMBER

Route 80, Section 4U - Demolition of Buildings. Accepted December 4, 1964.

Route 3, Section 4F - Permanent Signs. Accepted December 23, 1964.

GENERAL NOTES

As of January 1, 1965, there were 53 projects underway, valued at approximately \$120,500,000. and being inspected by 268 men.

Bridge work is included in the value of these projects.



R. R. Rice
Assistant Supervising Construction Engineer

MONTHLY DIVISIONAL REPORT

Month of December

19 64

Division: Roads, Location & Design
Bureau: Federal Aid Secondary

REVIEWING PLANS AND
SPECIFICATIONS:

Lakeside Boulevard, Morris & Sussex Counties, S217(1)
South Main Street, Somerset County, SUL17(6)
Fredon-Stillwater Road, Sussex County, S257(1)
Haddonfield-Berlin Road, Camden County, S259(1)
Columbia Road, Morris County, SUL87(5)
Easton Avenue, Somerset County, SU99(4) & SU254(1)
Whippany Road, Morris County, SUL22(4)
Boonton Turnpike, Morris County, S186(5)

PROJECTS ADVERTISED:

Stone Harbor Boulevard, Cape May County, S81(3) & ER11(2)

CONTRACTS AWARDED:

Mountain Avenue, Union County, SUL25(3)

ACCEPTED AS COMPLETE:

Ventnor Avenue Bridge, Atlantic County, S202(4)

MONTHLY DIVISIONAL REPORT

Month of Dec. 1964, 19

Division: Maintenance & Operations

Bureau: Electrical

OPERATION:

26 Movable Bridges, Full Time; 8 On ~~Excessive~~ Notice; 2 Closed to Navigation.

MAINTENANCE:

1,170	Traffic Signals;	4	Lane Control Systems;	660	Illuminated Signs;	36	Movable Bridges;
375	Mobile Radio Units;	11	Base Stations;	57	Replacement Equipment Knocked Down,	57	Locations.
5,521	State Maintained Lighting Units						

INSTRUCTION BY
STRICT FORCES:

	Completed						Under Construction (Month)		
	New Month	Fiscal Year	Revision Month	Fiscal Year	Replacement Month	Fiscal Year	New	Revision	Replacement
Traffic Signals	6	28	8	41	-	-	28	37	5
Lane Control Systems	-	-	-	-	-	-	-	1	-
Warning Systems	1	11	-	1	-	-	2	-	-
Illuminated Signs	-	2	1	3	-	-	2	5	-
Bridge Installations	-	1	-	-	-	-	-	-	-
Special	2	4	-	2	-	-	3	-	2
Miscellaneous	1	5	1	4	-	1	2	6	1

STATIONS:

	Bureau Forces			Consultants		
	Completed Month	Fiscal Year	In Progress Month	Completed Month	Fiscal Year	In Progress (Month)
Highway Lighting	3	7	5	-	2	7
Traffic Signals	6	51	3	-	-	-
Lane Control Systems	-	-	-	-	-	-
Warning Systems	-	7	2	-	-	-
Illuminated Signs	3	8	1	-	-	-
Bridge Installations	-	1	-	-	-	-
Specifications	1	19	5	-	-	-
Field Surveys	3	36	5	-	-	-
Special	2	7	-	-	-	-
Miscellaneous	1	9	-	-	-	-

INSPECTIONS:

Prime	DUO	Road	Bridge	FAS	SA	Miscellaneous
4	57	36	-	7	-	-

NEGOTIATIONS:

In Progress		Completed	
Traffic Signals	Highway Lighting	Traffic Signals	Highway Lighting
14	102	2	123

CLAIMS:

No.	Month	Payments Received		No. Initiated Month	No. Work Orders Issued Month
No.	Month	\$	\$		
		Fiscal Year	Month	Fiscal Year	
36		200	9,746.57	60,967.41	57

CONSTRUCTION BY CONTRACT

Route 287, Sec. 3E - 100% complete.
 Route 29, Sec. 12 - 100% complete.
 Route 80, Sec. 50 - 14% complete.

MONTHLY DIVISIONAL REPORT

Month of December, 1964

Division: Maintenance and Operations

Bureau: Electrical

RESEARCH, DEVELOPMENT AND EVALUATIONNEW PROJECTS:

Name:

Purpose:

Method or Procedure:

Test Site or Locations:

Project Number: 62- -R & D

PROJECTS UNDERWAY THIS DATE:Highway Lighting ____ ; Signals 1 ____ ; Radio ____ ; Electric Signs ____ ;
Warning Devices ____ ; Miscellaneous ____ ; Rail Lighting - 1.INTERIM PROGRESS REPORT:

Name:

Purpose:

Project No:

Test of various low level
lighting units.

Evaluation.

62-2

General Railway Signal Co.
detectors.Evaluation and test of presence and
motion detectors.

62-21

FINAL REPORT:

Name: Traffic signal lamp life test - check of 6,000 hour life.

Conclusions: Purpose:

Project No:

Approved

For use in New Jersey Highway
System.

62-3

Recommendations:

MONTHLY DIVISIONAL REPORT

Month of December 1964

Division: Maintenance & Operations

Bureau: Equipment

Maintenance &
Operation:

463	Trucks	952	Heavy Duty, Self-Propelled Equipment	38	Light Duty, Self-Propelled
Equipment	510	Rolling Equipment, all other classifications	661	Snow Plows	111
Accessories	445	Mechanical Accessories	167	Miscellaneous	60
				Total Inventory	4408

PRODUCTION:

	No. Major Repairs and/or Projects		No. Minor Repairs and/or Projects		No. Miscellaneous Repairs and/or Projects	
	Month	Fiscal Year	Month	Fiscal Year	Month	Fiscal Year
General Repair Shops	565	3196	772	3822	55	385
Snow Plow Shop	294	1249	227	1016	3	33
Sheet Metal Shop	249	502	3	353	26	100
Carpenter Shop	143	199	0	120	5	9
Avenel	7	61	335	2060	2	11
Branchville	11	13	77	427	0	0
Clinton	56	277	237	1383	0	0
Jammonston	13	105	46	232	3	56
Lodi	65	331	197	1156	0	44
Cherry Hill	45	203	283	1607	24	95
Netcong	67	158	261	1638	0	0
Newark	15	80	273	1490	124	759
oms River	57	163	376	1967	1	152
ineland	276	1456	111	880	0	0

INVENTORY:

	Motor Vehicles		Self-Propelled Equipment		Powered		All Other Accessories	
	Trucks		Cars		Heavy Duty		Light Duty	
	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.
acquisitions	17	57	0	90	0	8	0	19
rades or Deadlines	1	59	0	47	0	2	0	12
							79	31
							1	2
							0	0

EDINGS & STRUCTURES:

	No. Major Units		No. Minor Units		No. Leases in Effect	
	*	*	*	*	*	*
Inventory						97

Projects	No. Structure Completions			No. Mechanical Completions			No. Miscellaneous Completions			
	Alterations	Repairs	New	Alterations	Repairs	New	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.
	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.	Mo.	Fisc. Yr.
	17	51	8	24	8	85	0	9	40	223
							11	75		119
										361

DESIGNS & STUDIES

Dept. Staff Consultant	*	No. Projects Completed		No. Work Orders Issued		Studies & Investigations	
		Month	Fiscal Year	Month	Fiscal Year	No. Initiated	No. Pending
	*						

ES:	Payments Received				Claims Initiated		Pending	
	No. Month	No. Fiscal Year	\$ Month	\$ Fiscal Year	No.	No.	No.	No.
	16	113	1943.28	7186.98	8		43	

NOTES: * Buildings and Grounds submit their own report.

AD-39 January 1963

New Jersey State Highway Department

Month of December 1964

MONTHLY DIVISION REPORT
DIVISION - Maintenance & Operations
BUREAU - Maintenance

WORK THIS MONTH				TOTAL TO DATE			
District Force		By Contract		District Force		By Contract	
No. Proj.	Est. Value	No. Proj.	Est. Value	No. Proj.	Est. Value	No. Proj.	Est. Value
CONSTRUCTION: Resurf.				19	247,325		
State Dept - Agencies	1	4,722		75	374,975		
Maint. & Operation	1	296		27	101,207		
Div. of Roads	9	10,063		93	374,236		
Surface Treatment(Bid)				114	492,477		
RIDGE MAINTENANCE:				92	67,981	6	141,755
Painting	8	4,873		69	29,868		
Deck Repair & Fender	11	2,395		117	187,569	2	179,001
Superstructure	23	9,688	1	47,948		220	131,306
Substructure	20	10,599				3	109,507
TRAFFIC SERVICES:							
Signs Fabricated	1,541	20,757		22,459	296,168		
Signs Erected	1,700	25,594		20,003	271,513		
4" Lane Line Paint.	477,925	6,786		11,534,911	161,511,2,676,800		
4" Edge Line Paint.	236,700	3,503		603,086	8,982,1,139,101		
6" Line Paint.	18,736	605		790,591	24,530,86,211		
HIGHWAY & ROAD:							
Roadway Patching		89,709			1,577,185		
Minor Resurfacing		4,710			320,185		
Drainage & Ditches		91,864			1,289,038		
Shoulder Maintenance		69,765			1,594,547		
Fertilizing & Seeding	9	1,031		424	73,895		
Mowing		—			1,521,503		
Guard Rail		16,782			500,201		
Sweeping & Litter		68,259			1,293,428		
Snow & Ice		286,021			520,193		
Other		66,891			603,170		
Tree Trim. & Rmv.		20,589			190,987		
DESIGNS, STUDIES & CONTRACT PREPARATION	ROAD	BRIDGE	LANDSCAPE	DRAINAGE	RESEARCH	SPECIFIC	MISC.
In progress	2			17			1
Completed	3			11			3
ACCEPTANCES:	Total Projects	Lane Miles Pay't		Sq. Yds. Shoulder	Inlets		
	Acres Median	Acres Roadside		L.P. Traffic Line	Signs		
	3 Projects	Bridges & Culverts		5 Bridges - 2 Culverts, 2 Rprs.			
INSPECTIONS:	Road	Bridge	Other	PERMITS:	No. Issued:	257	
Bond Release	4	28	3	Utilities	168	Access	58
Annual		102		Drainage	8	Bridge	—
Contract	1	4	1	Moving	4	Misc.	16
Acceptances	1			St. Intersec.	3		
Semi. Accept.	1						
CLAIMS	Payments Received	Total to Date (FY)		Claims Initiated	Claims Pending		
	No. 46 \$ 7,373	No. 165 \$ 22,441		35	261		
INTELLIGENT & REMARKS							

MAINTENANCE AND CONSTRUCTION

Safety Inspections

Maintenance Foremen's Sections Visited	134
Contractors' Jobs Inspected	47
Bridge Inspections (Movable)	11
Permit Jobs Inspected	71
Vehicles Inspected (Total)	77
Vehicles Inspected (Found Defective)	24

Safety Gear Distributed

Hip Boots	3
Traffic Cones	89
Red Flags	260
Flag Staffs	230
Water Fountains	12
Skull Guards	2
Toe Guards	8
Whetstone Guards	36
Men at Work Signs	15
Flare-Kerosene Torches	6
Safety Vests	18
Fire Extinguishers	2

First Aid Supplies & Equipment Distributed.

First Aid Kits	3
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COMMENTS
on New Jersey's
RAIL TRANSPORTATION
PROGRAM

An address by
Dwight R. G. Palmer, Commissioner
New Jersey State Highway Department

**COMMENTS
on New Jersey's
RAIL TRANSPORTATION**

**by
Commissioner D. R. G. Palmer**

**at the
ANNUAL MEETING
of the
N. J. TAXPAYERS ASSN.**

**Robert Treat Hotel
Newark, N. J.**

November 9, 1964

RAIL TRANSPORTATION PROGRAM

One of the main concerns of the New Jersey Taxpayers Association, as some of us interpret it, is the cost of public services. In other words, is the public paying too much for what it actually gets from Government and, beyond that, is the public paying taxes for something which should not be provided by Government at all? So much for generalities—now I will endeavor to convey some of our ideals and actions in the field of mass transportation.

In the 19th Century, the growth of our railroads was encouraged by the Federal Government through land grants and other devices which, in reality, were subsidies. In the early part of the 20th Century railroads came to be regarded as monopolistic giants which should be regulated rigidly to protect the public. Now the wheel has gone full circle—the railroads are crying aloud for assistance in order to stay alive.

Our first mass transportation shock was the 1959 determination of the New York Central Railroad to close down the passenger service, rail and ferry, of the West Shore Railroad.

No amount of persuasion succeeded in blocking this plan. I personally conferred with the president and general counsel of the New York Central in an attempt to maintain service—no luck.

Next—the question arose as to what to provide for the 3,000 odd commuters when they reached the Jersey side and there was no ferry service and when the train service shut down, how they would get to work.

Well—we visited all the points of origin of commuters—had numerous meetings with the bus industry, and let me say here—no group could have been more cooperative. The day the ferry shut down and for the few more days that trains arrived we had adequate provisions for all but about 200 of the arrivals and these were either intra-state or railroad employees.

Next we faced notices posted by the D L & W that they could cancel out all passenger service.

It was then the legislature passed and the Governor signed S-253, which authorized the establishment of a Railroad Division in the Highway Department. We moved fast on that one.

The need for Governmental assistance has been recognized to some extent at the Federal and State level, in New Jersey comparatively recently.

There has not been so far, a similar recognition at the local level.

Thus, one of the questions which must be decided, and this very soon: Is mass transportation to some degree a public responsibility at *all* levels of Government?

We believe it is. We also believe that it is an extremely wise and prudent investment on the part of the taxpayers. The rail plant of the carriers that serve our State represent a capital investment recorded in the billions of dollars. If this investment is allowed to "go down the drain" the impact upon employment, upon those who presently depend upon the rail plant for some portion of their investment income, upon the businesses it serves, upon the economy of the entire State, would be far reaching. And, as we in the Highway Department have often pointed out, we presently lack the resources in terms of time, space and money, to replace the service represented by this investment.

If rail service is lost and if ever in the future we wake up to find that it is still required, the cost of replacement will be fantastically far above the cost of preservation.

With these basic concepts in mind, allow me now to give you a brief resume of what the present State program of preserving rail service is costing, how it works and what results it is intended to produce and if I may I will endeavor to look into a very dense crystal ball to discern what may be ahead for us.

In September of 1960 contracts were first executed with the railroads operating passenger service in New Jersey under the terms of the Railroad Passenger Service Act that became law earlier that year. Under the terms of those contracts the carriers participating were obligated to operate a schedule of passenger service at tariffs that were then in effect. The amount that each carrier earned under the contracts was determined by the number of car miles of service found to be essential after giving consideration

to standards contained in the law. During the first year the funds to support the contracts were transferred from the Highway construction budget and we felt it was well worth the sacrifice.

The theory behind the writing of the original Passenger Service Act was that by paying for car miles operated, the carriers would be persuaded to operate more trains in order to get a larger share of the subsidy. Contracts were continued for the next three years under the same law and although the source of funds changed from a general appropriation to utilizing for the most part the proceeds from the Commuter Benefit Tax enacted in 1961, the amount of payments remained at approximately the \$6 million level. Since the fully allocated deficits from providing passenger service by the carriers participating computed to be from \$17 to \$20 million annually during this period, the \$6 million expended resulted only in maintaining the schedules that were in effect in 1960 and at the rates prevailing during the 1959-60 period. The car-mile rate resulting from the \$6 million appropriation was insufficient to encourage carriers to provide any additional service nor was it sufficient to bring about anything more than token improvements by way of schedules, facilities, car cleanliness, etc.

From the very beginning the State's railroad program has had two objectives. The short term objective has been to retain the operation of all the essential railroad passenger service. The long term objective, to bring about the changes and improvements that will result in the essential service being operated on a self-sustaining basis.

During this past spring a New Railroad Passenger Service Act was written which made three basic changes in the previous statute. The first removed the car-mile formula as a method of computing the amount that any carrier could earn under the contract and substituted therefor a procedure whereby the amount of a carrier's subsidy would be based upon the deficits being incurred and the overall financial resources of the carrier. In other words—avoid the roads going out of business. The second change—which we consider the first step of the long range objective—was to permit funds appropriated to the Railroad Division to be used directly for improvement projects on the property of the railroads. The third major change was one that

would permit the Railroad Division to participate with other governmental units, including the Federal Government, in carrying out either demonstration projects or long term improvement projects utilizing its funds to match Federal monies. Most of you are familiar with our successful "Park & Ride" experiment at New Brunswick.

Because of the very critical financial position of the Central Railroad Company of New Jersey and the pendency of the Aldene Plan the legislature was requested to provide us with an additional \$1,500,000 so that the total funds available to the Railroad Division for executing contracts under the new law would be approximately \$7,500,000.

The Aldene Plan is now under construction. The Lehigh Valley Railroad has been putting in turn-outs in its main line tracks, adjusting its signal circuits and grade crossing gates all in preparation for diverting its traffic to a detour track along the edge of its right-of-way to permit the main line tracks to be elevated and the grade crossings eliminated. The track detour construction is now out for bids. We anticipate rerouting of the Jersey Central's main line trains will take place with next year's fall timetable change. Along with the grade crossing eliminations the initial work also includes the construction of the connection between the Lehigh Valley and the Jersey Central at Aldene, a new station in Roselle Park, a new signal system on the Lehigh Valley between the Pennsylvania Railroad and Aldene with both tracks signaled for reverse running, changes in the signal system on the Pennsylvania Railroad east and west of Newark station, storage facilities in Meadows yard and new car servicing facilities at the Raritan Terminal.

These represent a lot of engineering, planning and I assure you plenty of headaches. However, this is only the beginning of improvements that we are proposing for the Jersey Central. The next step will be the construction of high level platforms at other stations, electrifying the route from the interchange with the Pennsylvania westerly to the Raritan Terminal with the Pennsylvania's 11,000 volt AC system and replacing the old coaches with high density, high performance individually powered commuter cars—with automatic doors. Some of the Jersey Central trains will then operate through to Penn Station. Manhattan.

As we entered the fifth year of the contract program, July 1st, 1964, the flexibility as provided by the 1964 law resulted in contracts being negotiated with all the carriers including the New York, Susquehanna & Western and the Reading Railroads. Both of these carriers, we are certain, would be pursuing abandonment petitions today had we not been able to provide an increase in their contract earnings. In addition, the \$1,500,000 that was separately appropriated and channeled almost entirely to the Jersey Central has not only breathed the breath of life in this carrier but may result in the Interstate Commerce Commission's approving an additional \$3,000,000 loan to help this carrier through what we all believe to be the low point in its financial situation.

There is also some question as to whether the Pennsylvania-Reading Seashore Lines would have taken on the obligations of a contract this year had not we been able to increase somewhat the extent of its subsidy.

It should be pointed out here, however, that the new law was amended by the legislature to prevent any of the funds appropriated to the Railroad Division being used directly for capital improvements on the railroads—limiting the use of funds to match Federal monies except for demonstration or improvement projects.

Turning our attention to the second objective—putting the suburban railroads on a break-even or profitable basis—in my opinion this may never be accomplished. We are convinced, however, that substantial progress in this direction can only be made as a result of considerable investment in modern railroad technology; in consolidating facilities; eliminating duplications that do exist in passenger routes, yards and stations, and, at the same time controlling the competition between bus and rail routes in the same travel corridors; involving the counties and municipalities in relieving the railroads of some of the station expenses; and, finally, reducing the tax liability of the carriers which will result in an indirect contribution by the municipalities. The latter, however, if so carried out would not be a “balanced diet”.

Some immediate tax relief for the carriers seems assured. The State Tax Policy Commission has recommended that the Class I and III taxes—those retained by the State for general State purposes—be repealed. A bill to accomplish this is

now before the legislature and the Chairman of the Commission, Senator Wayne Dumont, Jr., has expressed confidence that the bill will be enacted so that its effective date will be January 1, 1965. This will reduce the carriers' tax liability in the State approximately \$2,500,000.

We probably cannot afford to continue the character of the suburban operation that has been traditional in New Jersey. Railroad operation, like everything else, must be modern to compete. We believe that our commuters must expect to use turnstiles and ticket-vending machines. They must have modern rolling equipment but such equipment except on longer routes may not provide as much space per passenger as do most of the cars in operation today. The high density routes must be electrified to reduce operating costs to a minimum. And, in several places the lightly patronized lines probably cannot be continued.

To accomplish the foregoing to any great extent will require considerable capital—capital which the railroads operating in New Jersey have refused or have been unable to produce—and furthermore some of them have said that they have no intention of making any investment in a service that holds no hope for becoming self-sustaining.

Capital for improvements will then have to come from the various levels of government. This was initiated in New Jersey when the legislature voted funds to get the Aldene Plan started. There are also Federal funds now available with the recent passage in Washington of the so-termed Williams Bill. Under this bill funds for long term capital improvements will be made available to governments to cover up to 2/3 of the "net project cost" of an improvement. The N.P.C. is defined as that part of the cost that cannot be amortized reasonably by revenues it produces. The language of the bill is clear in preventing any of the money from being used to subsidize operating expenses. This has sharpened up the obligation of the lower levels of government to be responsible for covering operating deficits to assure continuation of any service for which Federal grants for capital improvements would be sought.

In order to obtain Federal funds on a 2/3 - 1/3 basis, however, the Administrator must deter-

mine that the facilities and equipment for which the assistance is sought are needed for carrying out a program for a unified or officially co-ordinated urban transportation system as part of a comprehensively planned development of the urban area and are necessary for the sound economic and desirable development of such area. This is interpreted to mean that you must have a master plan and a program laid out to accomplish it. Areas without a master plan are limited to grants of 50% of the net project cost. HHFA has indicated that at the beginning of the program all grants will be limited to 50% of the N.P.C. with the possibility of recovering the difference between 1/2 and 2/3 after two years—provided planning requirements have been met.

There is another provision in the bill that would limit the amount any one State would receive to 12½% of the total. The transit bill authorized a total of \$375 million in grants over a three year period and therefore New Jersey's maximum could be \$47 million dollars. To obtain this amount New Jersey would have to put up \$47 million on a 50-50 basis or \$23 million on a 2/3 - 1/3 basis. \$60,000,000 was appropriated for nation-wide use for the current fiscal year.

A program of capital improvements including replacing the present cars—about 99% of which are between 30 and 50 years old—with modern air-conditioned coaches and self powered units was set forth in a report issued by us in 1962. Total estimated costs came to \$127 million. We can no longer delay in carrying out a program of buying new commuter cars and leasing them to the carriers, hopefully, on a self-liquidating basis. The first priority might be for cars to replace the Pennsylvania's multiple unit cars operated on its main line from Trenton, New Brunswick, Rahway and South Amboy. Second priority probably to the Jersey Central to provide all new cars for its operation into Newark. Probably the most expeditious way to obtain new cars would be to implement the legislation passed in 1959 in N.Y. State by obtaining a State guarantee of bonds that would be issued by the Port of New York Authority to purchase new cars. Such a program has been successful east of the Hudson River except in connection with the bankrupt New Haven Railroad. More will be said about this.

Following the release of our 1962 report there were those who were critical because we were not imaginative; we had recommended modernizing the conventional two-track rail commuter network; we had apparently excluded monorails, air effect vehicles and hydrofoils.

In this age of nuclear power and supersonic speeds; in this age of orbiting vehicles, moon shots and space travel it is difficult for people to become enthusiastic over conventional railroads even if you do give the transit car a bright finish; good lighting and air-conditioning. They also feel it incumbent upon them to be ultra modern—and being ultra modern they suggest astronomical programs serving up to hundreds of millions and then when we say what do we use for money—they say that's your job.

What draws the interest, is the Sunday supplement depicting super tubes, wheelless air-effect vehicles, guided autos and a variety of monorails as the new look in mass transportation that renders conventional systems as we know them obsolete and old-fashioned. Monday always comes after Sunday—wake up and be practical.

Before we discard our conventional ground supported, two-track systems too hastily, let us look at cities with major new developments underway:

San Francisco	1 billion conventional rail system
Los Angeles	Rejected monorails after years of study
Toronto	Conventional bus-subway system
Montreal	Conventional two-rail subway and elevated

All areas where travel density is great or where speeds greater than about 40 mph are required, monorails have not been able to meet the practical operating need.

But there is another side of the question. Monorails are suitable to meet specific transportation needs. In this country thus far they are used as a novelty attraction—a promotional gimmick. In other countries in highly developed areas they have been found suitable for point to point transportation as opposed to system use. For instance, in Tokyo one has just been completed between the airport and the city center. It is planned to

have a maximum speed of 62 mph. Friends who have just returned from Japan doubt it can so function.

One last word on new mass transportation technology. We are of the opinion that nothing is available today to replace the standard railroad, trains or subway for high density, fast movement of people. But what is most encouraging is that this country's largest automobile, airplane and industrial equipment manufacturers are working hard on new concepts in transportation, and the competition among them is strong. A presentation that I observed recently at one of the world's outstanding experimental laboratories gave me assurance that we are standing on the threshold of a new era in public transportation but realization is probably six to ten years away or even longer.

To Summarize:

Here in New Jersey we have a priceless asset in our suburban railroad network and until something else is proven better, we should concentrate on improving this network to better serve the convenience and comfort of our citizens.

With this system and essential public support we can continue our way of life—without these our economy will give over to other states having a more effective and wiser group of public officials and citizenry.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Avenue — Trenton, New Jersey 08625

traffic counting

NEW JERSEY
STATE HIGHWAY
DEPARTMENT

bureau of
public information

HIGHWAY PLANNING

An "educated guess" is no basis for spending millions of dollars on widening an old route or constructing a new one. Evaluation of traffic trends from year to year is essential in highway planning. The Department must have positive proof of such needs.

COUNTING METHODS

An important tool in determining those needs is the traffic counter, a device that records the number of vehicles that pass a specific point. The Department has 200 counting locations throughout the State. Thirty-five of these are fixed stations where vehicles are counted every day, year after year, in order that definite long time traffic trends can be determined. The remaining 165 counting locations vary according to need. Some of these are counted one week every four weeks and others one week every eight weeks. All 200 locations were established to study seasonal trends and to produce factors for expanding short time counts of eight hour and twenty-four hour duration to an annual average daily total.

COUNTING LOCATIONS

All sites were carefully chosen as representative of various types of traffic on resort, residential, industrial, business, interstate, farm to market and commuter type roads. They are located at river crossings, near interchanges, on urban and rural state highways, as well as important

secondary roads and city streets. They produce samples of traffic and measure the public's everyday travel habits. These habits produce patterns that are important in designing new roads or improving existing routes.

HOW IT WORKS

The traffic counter most widely used by the Department is easily recognized by an air-filled rubber tube positioned across the highway and attached to a black metal box-like structure at the roadside. The counter is actuated when vehicle wheels pass over the tubing. The air pressure forced from the tube triggers the counting mechanism which records the vehicle as it passes over. If you were real close to the counter you might hear the metallic click as a vehicle is recorded on tape. The counter will also total the volume of traffic at 15 minute intervals, prints the hourly total and then instantaneously reset to zero. Or it can be set to record totals at one hour periods only. Its operation can be seven days a week, 24 hours a day.

HISTORY

Before 1939 all traffic counts were made manually. This was time consuming, required the use of a great deal of manpower and was subject to human error. The first mechanical counters were powered by dry cell batteries similar to those used in battery lanterns. The rubber tubing

(still in use today) was placed across highway lanes. Never more than two lanes in one direction were covered by a tube. If the tube was more than 50 feet the signal sent to the detector would be too weak to record. In 1947, a more durable machine was put into use. This machine operated with a wet cell battery similar to that now used in motor vehicles. The advantage of this machine was longer use in operation without service. At about the same time the Department began to use counters that were operated by regular electrical power. These machines combined advantages and disadvantages. They could operate longer without service but at the same time electrical power had to be supplied. This, in certain locations, was a costly operation. For that reason electrically operated machines are used only where power is readily accessible or when the machine will be in use for a long period of time at a permanent or trend station.

NEW COUNTING METHODS

The Department, ever in search of improved methods of traffic counting, acquired a Sonic Detector in 1960. This device consists of sending and receiving sound stations. Placed on a highway overpass or sign bridge the sending station is adjusted to send sound waves to the pavement below and return them to the receiving station. The receiver is so regulated that it will only actuate a counting device when the sound hits an object above the pavement level and bounces back. It has been the Department's

experience that the Sonic Detector is expensive to install, cannot be used in many desired locations without construction of a bridge similar to a sign bridge and that cars with curved roofs tend to bounce the signal into the yonder rather than back to the receiving station. For these reasons only one has been put into use for experimental purposes.

The new multilane highways also created the need for new counting methods. First, the rubber tubing is not effective over a width of more than 50 feet. Also, on multilane routes the chance of two or more vehicles hitting the tubing simultaneously multiply the margin of error in the traffic count. And on any route snow plows can play havoc by ripping up the tubing.

The answer to this has been the installation of an electronic detector. This device is called a Loop Vehicle Detector. The installation requires that a rectangular cut be made in each highway lane, an ordinary 14 gauge wire (the wire is actually wound around the cut in several turns) is embedded approximately 1½ inches deep and sealed to the pavement height. The actuator operates on what is called a balanced electrical circuit. When a vehicle passes over the embedded wire the circuit becomes unbalanced. This actuates the counter. In a matter of a hundredth of a second it is again in balance and ready to record further traffic. To count multiple lane traffic, a separate counter can be attached to the wire embedded in each lane. The Department is making use of this system not only to accurately count

traffic on multilane routes but in one instance for testing the wearing capacities in various type pavements on an interstate route. It is expected that more of the loop system counters will be installed as the number of lanes on much of the State Highway System is steadily being increased.

USES

The data is compiled each year as an atlas map to show the average daily volume at points on the Highway System and principal secondary routes. A more compact wall type map is also prepared for public use. In addition the Department issues a monthly report on data compiled from the 35 trend stations. This report also shows the volumes for the preceding years noting the percentage of increase or decrease for the month.

The value of the information supplied by these reports can hardly be overestimated. From it the Department can determine whether an old route is carrying traffic within its designed capacity or above, whether its capacity should be increased, or if nearby parallel route should be planned. The traffic count pinpoints where the need is most urgent and thus helps determine the precedence of project locations on each route. And there is much more usable information it provides. Department engineers, by knowing when traffic is heaviest and in what direction, can determine when construction is planned on an old route, how many lanes should be left open and in what direction at a given time when work is underway. This knowledge, gained by hourly,

weekly and seasonal traffic flow counts, has also permitted the Department to specify as a part of agreements with its contractors specific times when work can be done in order to minimize inconvenience to motorists.

ECONOMIC VALUE

The information available from traffic counts is also used extensively by many businesses, county and municipal planners. The basic use remains, however, for future highway planning.

COMPUTER PROGRAM

To more speedily put to use the information gathered by traffic counters, the Department has developed a program of computation and analysis through the use of computers.

MANUAL COUNTS & SURVEYS

Still the Department needs more information than the automatic traffic counters, to date, have been able to provide. The traffic counter with the tubing counts pairs of axles, thus a three or four axle vehicle unbalances the count. The sonic or loop detectors count traffic but cannot differentiate between cars or trucks. None can tell us from where the traffic comes, where it is bound. So until the time comes when the counter can give us this added information the Department will still be bound to manual

counts for cars and trucks and origin and destination surveys for both are important in highway planning. Because this type of information is gathered only when it is essential, please be indulgent if it should, on some occasion delay you.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Avenue - Trenton, New Jersey, 08625



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292 - 3105

IMMEDIATE RELEASE



1965

Building Sale
Interstate Route 80
Parsippany-Troy Hills
Morris County

Trenton, Jan. 8 - The New Jersey State Highway Department today scheduled a public sale Tuesday, January 12th of a vacant building in Parsippany-Troy Hills, Morris County.

The building now stands on land purchased by the Department for the future construction of Interstate Route 80 and must be moved from its present location.

The building, located at 150 Jean Terrace, is a $1\frac{1}{2}$ story frame dwelling with a built-in garage.

A Highway auctioneer will be on the property at 11:30 a.m. to receive all bids.

A Highway spokesman said that similar sales in recent years have regained or saved the Department nearly a million dollars and returned hundreds of valuable buildings to service and municipal tax rolls. He noted that last year almost a \$100 thousand was regained by building sales and nearly \$50 thousand saved in demolition costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



IMMEDIATE RELEASE

1965

Building Sale
Interstate Route 280
West Orange
Essex County

Trenton, Jan. 8 - The New Jersey State Highway Department today scheduled a public sale Thursday, January 14th of a vacant building in West Orange, Essex County.

The building now stands on land purchased by the Department for the future construction of Interstate Route 280 and must be moved from its present location.

The building, located at 33 Northfield Avenue, is a $2\frac{1}{2}$ story frame dwelling with a two-car detached garage.

A Highway auctioneer will be on the property at 11:30 a.m. to receive all bids.

A Highway spokesman said that similar sales in recent years have regained or saved the Department nearly a million dollars, and returned hundreds of valuable buildings to service and to municipal tax rolls. He noted that approximately \$150 thousand was regained or saved by such sales last year.

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2022-23

NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY JANUARY 8, 1965

WEEK OF JANUARY 9 - JANUARY 15

Trenton, Jan. 8 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of January 9 - January 15.

Bergen

Route 4, Paramus, Hackensack, River Edge, Teaneck, Englewood -- No interference for the remainder of the winter except at the Johnson Avenue Bridge over Coles Brook and at the Northern Railroad Bridge.

Camden

Route 30, Berlin -- Minor delays during sewer installation.

Route 70, Pennsauken and Cherry Hill -- Minor interference may be expected throughout the project with possibly greater interference at the intersection of Cuthbert Road and Route 70.

Route 73, Tansboro, Winslow Township -- Minor delays during gas main installation.

Cumberland

Route 49, Millville -- Minor delays during sanitary sewer installation.

Gloucester

Route 47, Franklinville -- Minor delays during telephone conduit installation.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 78, Clinton, Readington, Tewksbury, Lebanon -- Detour roadways will be built at Blossom Hill Road and at County Route 523. Hunterdon Road has been closed during bridge construction. No interference is expected.

Hunterdon-Somerset

Route 78, Tewksbury, Readington, and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Park Avenue and Matheson Road. Cowperthwaite Road and Bunn Road are closed to through traffic. The condition will continue until the spring of 1965.

Mercer

Route 29 Freeway, Ewing Township -- Traffic is now using the new roadways of Route 29. Slight delays may be expected on the old Route 29 roadway.

Monmouth

Route 9, Freehold and Manalapan Townships -- Slight delay may be expected in the vicinity of Englishtown Road overpass. The condition will continue for four weeks.

(more)

1965
TRAFFIC CONDITIONS REPORTMonmouth cont'd

Route 35, Keyport -- Minor delays may be expected during construction of grade separation for the next four months.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Traffic will be guided through the construction area. A detour road is in use at Change Bridge Road. Equipment will be using Change Bridge Road, Hook Mountain Road, Maple Avenue and Horse-neck Road.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris-Somerset

Route 78, Bernards, Warren, Passaic, Watchung -- Minor interference may be expected on King George Road, Mountain Avenue and Hillcrest Road as equipment moves around construction sites. The condition will continue for two years.

Saw Mill Road will be closed to through traffic between Mountain Avenue and Reinman Road. Traffic will use Old Stirling Road. The condition will continue for 9 months.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next 3 months.

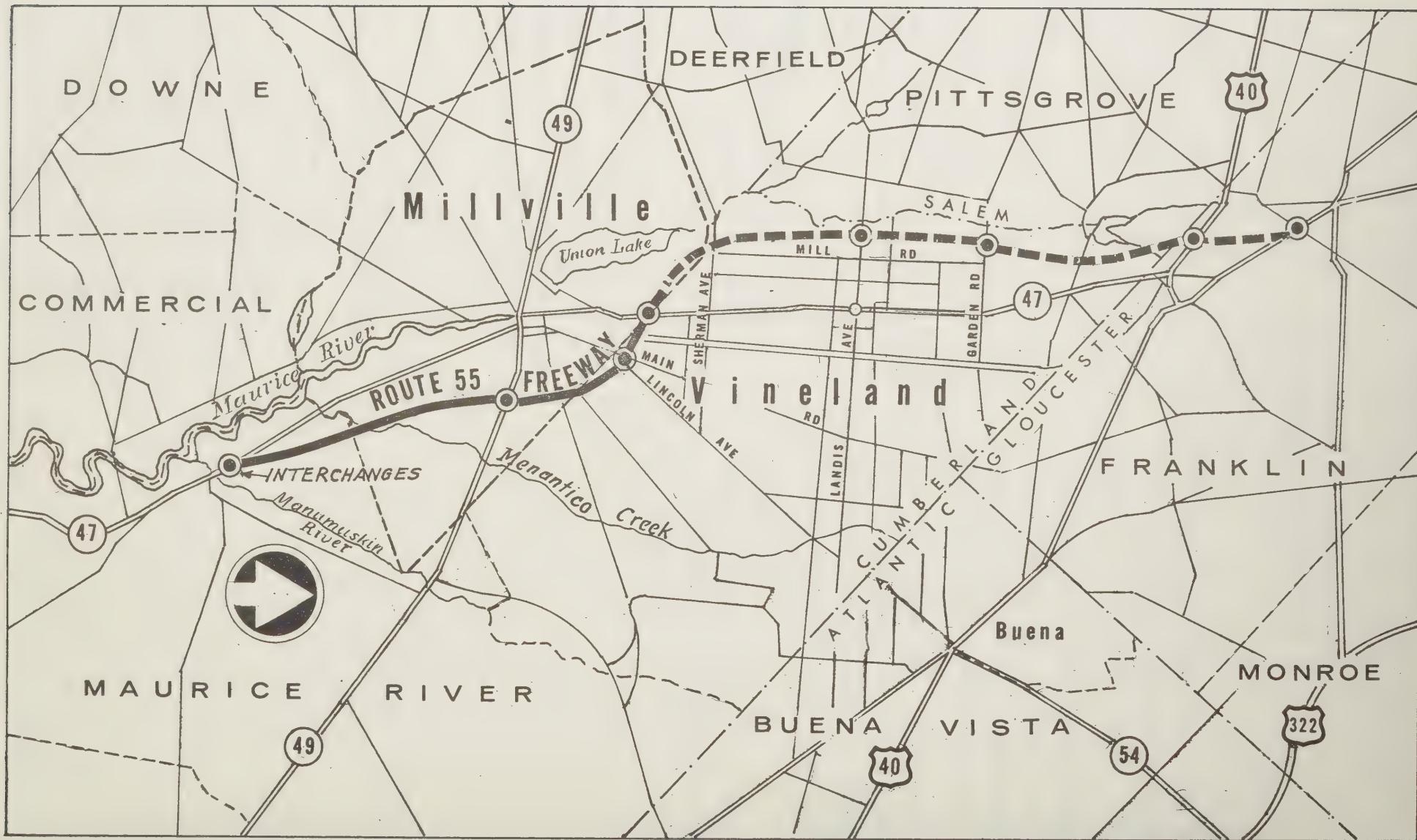
Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next three months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete. A detour road is in operation at Mine Brook Road.

Somerset-Union

Route 78, Watchung, Berkeley Heights -- Minor interference when construction equipment crosses Plainfield Avenue.

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1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1965

Route 55 Freeway
Right-of-Way Acquisition
Cumberland County

Trenton, Jan. 8 - The New Jersey State Highway Department today, in conversation with Senator Robert H. Weber who has continually pressed the Department for action on Route 55 Freeway, announced expansion of right-of-way acquisition for this Route in Cumberland County, with Federal approval to purchase another 100 parcels between Menantico Creek and Route 47.

Initial right-of-way activity began last September, when Commissioner Dwight R. G. Palmer authorized acquisition of 76 acres located in a two-mile section between Menantico Creek and Route 49.

Letters notifying owners of an added 23 parcels in the 2.5-mile section between existing Route 47 in Maurice River Township and Menantico Creek that their property would be required for the Freeway right-of-way were mailed today.

The Department will begin mailing similar letters to owners of the other parcels within a 5.5-mile section running north from Menantico Creek back to Route 47 near the Millville-Vineland City line.

Senator Weber was advised that the Department hopes to advertise the First Route 55 Freeway construction contract by mid-1965. The contract will call for construction of overpasses at various locations along the 8.5-mile

(more)

1965
Route 55 Freeway
Right-of-Way Acquisition
Cumberland County

section between Port Elizabeth and Route 47 near Vineland. Money for this construction, \$3.5 million, was allocated in the Department's 1963-64 construction program.

He added that the Department has included in its 1965-66 budget request another \$3 million to continue construction of the Freeway.

Current right-of-way activity and imminent construction, aimed at creating additional traffic lanes in the hard-pressed Millville-Vineland area, is in line with the Department's policy of building sections of highway first where they are needed most.

The initial step leading up to the present activity was taken August, 1961 when a public hearing was held to explain the proposed alignment for 27 miles of the highway between Route 47 in Franklin Township, Gloucester County, and Route 47 in Maurice River Township.

The alignment of the entire 58-mile freeway, extending from the vicinity of Camden to the seashore area in Cape May County, generally follows the path of existing Route 47.

#####

1. The first step in the process of determining the best way to use a new technique is to identify the problem that needs to be solved. This involves a thorough analysis of the current situation and the identification of the specific needs and requirements of the organization. This step is crucial as it sets the foundation for the entire process and ensures that the new technique is used effectively to address the identified problem.

2. Once the problem has been identified, the next step is to research and evaluate different techniques that can be used to solve the problem. This involves a review of the literature, case studies, and best practices in the field. It is important to consider the strengths and weaknesses of each technique and how they can be applied to the specific context of the organization. This step is crucial as it helps to identify the most effective and efficient way to use the new technique.

3. The third step is to plan and implement the new technique. This involves developing a detailed plan for the implementation, including the resources required, the timeline, and the expected outcomes. It is important to involve all relevant stakeholders in the planning process to ensure that everyone is on the same page and that the implementation is successful. This step is crucial as it ensures that the new technique is used effectively and achieves the desired results.

4. The fourth step is to monitor and evaluate the implementation of the new technique. This involves tracking progress, collecting data, and assessing the outcomes. It is important to have a clear set of metrics to measure success and to make adjustments as needed. This step is crucial as it helps to ensure that the new technique is used effectively and achieves the desired results.

5. The fifth step is to refine and improve the new technique. This involves identifying areas for improvement and making changes to the process. It is important to learn from the implementation and use the feedback to make the new technique even more effective. This step is crucial as it helps to ensure that the new technique is used effectively and achieves the desired results.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



IMMEDIATE RELEASE

1965
BUILDING SALE
Route U.S. 130
Oldmans Township
Salem County

Trenton, Jan. 8 - The New Jersey State Highway Department today scheduled a public sale Thursday, January 14th of a vacant building in Oldmans Township, Salem County.

The building, a one-story frame Bridgetender house, is located on the east side of U.S. 130 where the Route crosses Oldmans Creek and must be moved from its present location.

A Highway auctioneer will be on the property at 11:30 a.m. to receive all bids.

A Highway spokesman said that the building is no longer in use and the Department attempts to sell such property to regain a portion of its original cost, return it to service and to municipal tax rolls. Similar sales in recent years, the spokesman noted, have returned or saved the Department almost a million dollars.

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RELEASE THURSDAY P.M.'s

1965

Interstate Route 280
East Orange, Essex County
INFORMATION CENTER

Trenton, Jan. 7 - The New Jersey State Highway Department today announced it will open an Information Center January 12 to explain a new Interstate Route 280 construction project in East Orange, Essex County.

The Information Center will be open to the public from 12 noon to 8 p.m. in the East Orange City Hall. Construction plans covering the \$4.5 million project will be on display and right-of-way property acquisition plans also will be on hand. A staff of engineers will be present to explain the plans and answer questions.

A Department spokesman said Information Centers were started last February as a means of bringing all possible information to residents living near a construction project. He noted that the Centers have proved successful and now are held throughout the State.

The \$4.5 million project in East Orange calls for excavating the roadbed for Interstate Route 280 between Harrison and Munn Streets, building frontage roads along the tops of the embankments on both sides of the freeway, and constructing bridges across the depressed roadbed.

Bridges will be located at Harrison Street, Evergreen Place, Halsted Street, South Clinton Avenue, South Burnet Street and South Walnut Street.

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1965

Interstate Route 280
 East Orange, Essex County
 INFORMATION CENTER

A ~~Hig~~ hway spokesman said construction schedules have been timed to keep four streets open to traffic at all times while two streets are closed for bridge construction.

Bridge Construction Schedule
 (subject to change)

	<u>Closed</u>	<u>Open</u>
South Clinton	Mid January	August, 1965
South Burnet	August, 1965	April, 1966
Halsted St.	April, 1966	October, 1966
Evergreen	February, 1964	February, 1966
Harrison	February, 1966	August, 1966
South Walnut	August, 1966	March, 1967

One-way frontage roads, built at the same level as existing local streets in the area, will be constructed along the northern and southern edges of the superhighway to connect local roads, and to provide a path for local traffic to connect with the freeway.

The eastbound frontage road will extend from Harrison Street eastward to Munn Avenue and the westbound frontage road will extend from the vicinity of Arlington Avenue westward to Harrison Street.

McKinley Avenue, which now borders the northern edge of the proposed Freeway will be rebuilt and will become the westbound frontage road. The existing stone block surface of McKinley Avenue will be removed and replaced.

The frontage roads will carry three lanes of one-way traffic in each direction.

(more)

1965

Interstate Route 280
East Orange, Essex County
INFORMATION CENTER

Future contracts will call for completing the main roadways of the freeway. Route 280 will carry three lanes of traffic in each direction separated by concrete barrier curb.

Interstate Route 280 when completed will extend over a distance of 17.3 miles from an intersection with Interstate Route 80 in Parsippany-Troy Hills, Morris County, eastward to Route 95 near Secaucus, Hudson County.

Ninety percent of the costs of the project, which is expected to be completed in 400 working days will be paid by the Federal Government while the remaining ten percent will be paid by the State Highway Department.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105

IMMEDIATE RELEASE



1965
Route 440 - BIDS
Jersey City
Hudson County

Trenton, Jan. 7 - The New Jersey State Highway Department today announced a low bid of \$213,230.50 was received from Ralph Barrone and Sons, Kenilworth on a project to consist of closing island openings and the construction of turnarounds on a portion of Route 440 in Jersey City, Hudson County.

Other bidders on the project were: Franklin Contracting Co., Little Falls, \$217,449.45; A. Tomae and Sons, Inc., Newark, \$222,885.40; Robert Bossert and Co., Inc., Newark \$223,845.40; J. Turco Paving Contractor, Inc., Kearney, \$241,362.41; Standard Bitulithic Co., Newark, \$246,203.15; Della-Pello Contracting Co., Union, \$259,486.60; C. F. Malanka and Sons, Inc., Union City, \$289,951.65.

Work will be performed on the 1.122 mile length of Route 440 extending from Communipaw Avenue southward to Kellog Street.

Existing center island openings now used by motorists making left turns and turnarounds will be closed.

A jughandle turnaround will be built at Culver Avenue to enable southbound Route 440 traffic to reach Culver Avenue or to turnaround to the northbound lanes of the highway.

New turnaround facilities will enable northbound Route 440 traffic to enter Fisk Street, turn south to a new connecting road between Fisk Street and

(more)

the first and second years of the course, and in the third year, the students will be required to take a course in the study of the English language, and in the fourth year, a course in the study of the English literature. The students will be required to take a course in the study of the English language, and in the fourth year, a course in the study of the English literature.

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1965
Route 440 - BIDS
Jersey City
Hudson County

Carbon Place and then turn west on Carbon Place from which a connection to the southbound lanes of the highway will be made under the protection of traffic signals.

Further south a new connection will carry two way traffic between the highway and Kellog Street.

Kellog Street will be widened and resurfaced with bituminous concrete..

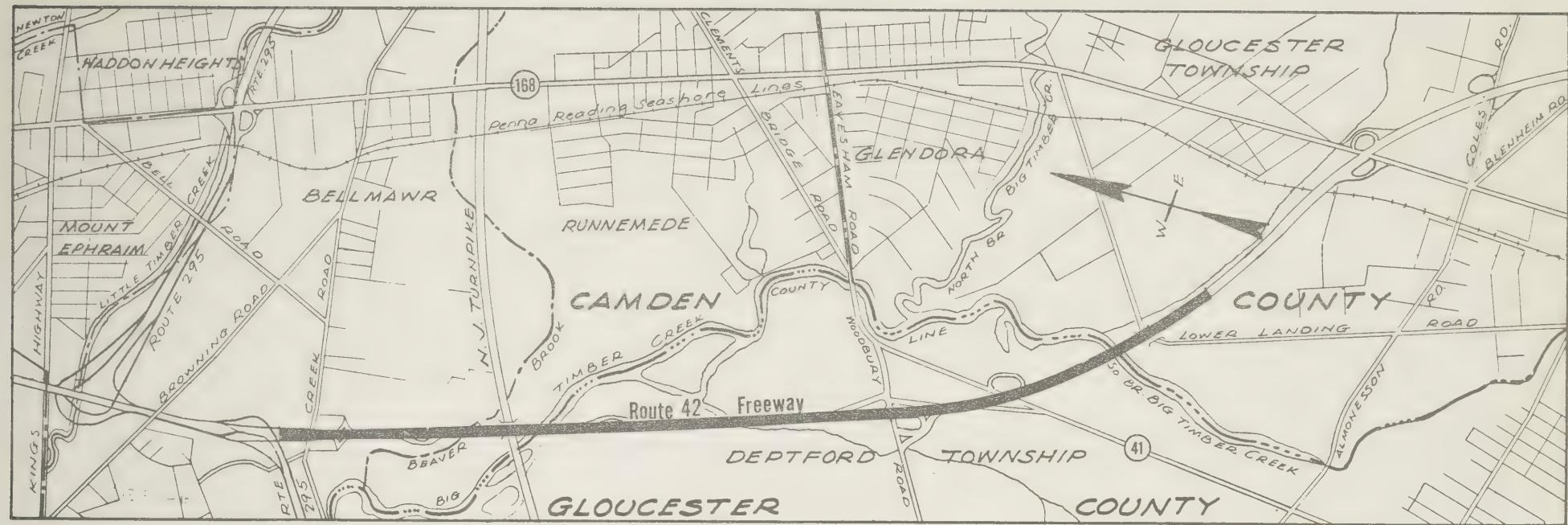
A new turn slot will enable northbound Route 440 traffic to turn into westbound Kellog Street safely.

Costs of the project, which is expected to take 60 working days to complete will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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IMMEDIATE RELEASE



1965

Route 42 Freeway - BIDS
Bellmawr, Runnemede
Gloucester Township
Camden County
Deptford Township
Gloucester County

Trenton, Jan. 7 - The New Jersey State Highway Department today announced a low bid of \$374,561.50 was received from South Jersey Construction Co., Riverside on a project for widening a portion of Route 42 Freeway in Camden and Gloucester Counties.

Other bidders on the project were: Erb Engineering and Construction Co., King of Prussia, Penna. \$461,255.00; State Paving and Construction Co., Philadelphia, \$472,884.25; Union Paving Co., Wynnewood, Penna., \$474,332.05.

At present, two lanes of traffic are carried in each direction, northbound and southbound on reinforced concrete pavement. The roadways are separated by a grass median divider.

A third traffic lane 12 feet in width will be built along the inner edge of each roadway over a distance of 3.3 miles from the intersection with Route 295 southward through Bellmawr and Runnemede in Camden County and Deptford Township in Gloucester County to the vicinity of Lower Landing Road in Gloucester Township, Camden County.

The capacity of Route 42 Freeway is being increased to avoid anticipated congestion created by opening of the Atlantic City Expressway.

(more)

1965

Route 42 Freeway - BIDS
Bellmawr, Runnemede
Gloucester Township
Camden County
Deptford Township
Gloucester County

Earlier this year, new lanes were added to the Route 42 Freeway over a distance of nearly a mile from Grenloch-Little Gloucester Road to Sickletown Road in Gloucester Township, Camden County.

Future plans include continuation of the widening of Route 42 Freeway from Lower Landing Road southward to Grenloch-Little Gloucester Road in Gloucester Township, Camden County.

Costs of the project, which is expected to be completed by July 1, 1965, will be shared by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

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42,13F,14H
65-P-27

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105

IMMEDIATE RELEASE



1965

Interstate Route 280 - BIDS
Storm Trunk Drain
City of Newark
Essex County

Trenton, Jan. 7 - The New Jersey State Highway Department today announced a low bid of \$1,073,331.00 was received from Peter W. Kero, Inc., Carlstadt, on a project for construction of a storm trunk drain for Interstate Route 280, the Essex East-West Freeway in the City of Newark, Essex County.

Other bidders on the project were: Zazzarino Construction Corp., Bronx, N.Y., \$1,098,334.00; P. T. and L. Construction Co., Inc., Paramus, \$1,183,365.00; Catt Corp., Matawan, \$1,568,502.00; Verona Construction Co., Verona, \$1,777,980.; LoFera Contracting Co., Newark, \$1,949,726.00.

At present, a drainage tunnel four miles long is being built under the proposed depressed portions of the freeway from South Jefferson Street in Orange eastward to the vicinity of High Street in Newark.

The proposed project will connect to the tunnel beginning about 150 feet west of High Street and continue eastward over a distance of about 2300 feet to an outfall at the Passaic River.

The storm trunk drain will be built along Division Street. It will cross under Plane Street, Broad Street, Spring Street and Route 21 (McCarter Highway) before reaching the Passaic River.

Approximately 2300 linear feet of reinforced concrete pipe 96 inches in diameter will be installed. The pipe will be more than 20 feet deep along most of its length.

(more)

1965
Interstate Route 280 - BIDS
Storm Trunk Drain
City of Newark
Essex County

Work is expected to be completed in 275 working days. Costs of the project will be paid by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

280,7B
64-I-20

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105

IMMEDIATE RELEASE



1965

Interstate Route 80 - BIDS
Borough of Lodi
Township of South Hackensack
Bergen County
Electrical Installations

Trenton, Jan. 7 - The New Jersey State Highway Department today announced a low bid of \$154,263.75 was received from Busch Bros., Inc., Englewood, on a project for the installation of roadway and underdeck bridge lighting on a portion of Interstate Route 80 in Bergen County.

Other bidders on the project were: Lightning Electric Co., Millburn, \$154,505.20; A. Neri, Inc., Hoboken, \$156,809.90; Broadway Maintenance Corp., Newark, \$163,594.00 and Eastern States Electrical Contractors, Inc., Glen Rock, \$199,500.00.

Work will consist of installation of underdeck bridge lighting and roadway lighting on bridge decks and at connecting ramps from the vicinity of Route 17 and Gregg Street in the Borough of Lodi, eastward to the vicinity of Huyler Street in the Township of South Hackensack.

Provisions will be made for illuminating directional signs.

Costs of the project, which is expected to take 125 working days to complete, will be shared by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

80,5W

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



RELEASE THURSDAY P.M.'s

1965

STATE AID - BERGEN COUNTY

Trenton, Jan. 7 - The New Jersey State Highway Department today announced it has allocated \$103,000 in State roadbuilding aid to 13 municipalities in Bergen County.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of approximately \$100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and inspection of actual construction work.

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NOTE TO EDITORS: Complete project list is attached.

BERGEN COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Bogota Borough	Fort Lee Road	\$ 2,500
Closter Borough	Ruckman Road, Section 2	9,000
City of Englewood	Broad Avenue	10,000
Haworth Borough	Park Street	10,000
Mahawh Borough	Airmount Road	9,000
Maywood Borough	Spring Valley Road	10,000
Midland Park Borough	Park Avenue	9,000
New Milford Borough	Boulevard, Section 4	8,000
Saddle River Borough	Oak Road	*5,000
Teaneck Township	Fort Lee Road	1,500
Upper Saddle River Borough	Pleasant Avenue	9,000
Waldwick Borough	Hopper Avenue	10,000
Wyckoff Township	Park Avenue	10.000
		<u>*\$103,000</u>

*includes \$3,000 from general balance

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE THURSDAY P.M.'S

1965

STATE AID - MERCER COUNTY

Trenton, Jan. 7 - The New Jersey State Highway Department today announced it has allocated \$102,500 in State roadbuilding aid to nine municipalities in Mercer County.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of approximately \$100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and inspection of actual construction work.

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NOTE TO EDITORS: Complete project list is attached.

MERCER COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Ewing Township	Somerset Street, Section 3, Buttonwood Dr.	\$ 10,000
Hamilton Township	Ward Avenue	10,000
Hopewell Township	Scotch Road, Section 3	10,000
Lawrence Township	Eggerts Crossing Road	*15,000
Pennington Borough	East Delaware Avenue	10,000
Princeton Township	Great Road	12,500
City of Trenton	South Broad Street	15,000
Washington Township	Gordon Road, Section 6	10,000
West Windsor Township	Alexander Road, Section 7	
		10,000
		Total - - - - *\$102,500

*includes \$2,500 from general balance

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



RELEASE THURSDAY P.M.'s

1965
Traffic Regulations
Route 54
Hammonton
Atlantic County

Trenton, Jan. 7 - The New Jersey State Highway Department today announced new parking regulations on Route 54 in Hammonton, Atlantic County.

Stopping or standing will be prohibited at all times: Along both sides of Route 54 between the northwest corner of Elvine Avenue and a point 350 feet southwest; along the east (northbound) side of Route 54 between the north curb line of Third Street and a point 50 feet north.

Parking will be prohibited along both sides of Route 54 within the corporate limits between the hours of 12:00 mid night and 5:00 a.m.

The regulations were requested by the municipality. They will become effective with the posting of regulatory signs. This is expected within two weeks.

RP-64-37

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



RELEASE THURSDAY P.M.'S

1965
Traffic Regulations
Route 46
Denville Township
Morris County

Trenton, Jan. 7 - The New Jersey State Highway Department today announced new traffic regulations along State Route 46 in Denville Township, Morris County.

Stopping or standing will be prohibited at all times along both sides of Route 46 within the corporate limits of Denville Township, including all ramps and connections to the route that are within the jurisdiction of the State Highway Department.

The Township requested the regulations and studies by the Department found it necessary for safer, freer movement of traffic through the area.

The regulation will become effective with the posting of regulatory signs. This is expected within two weeks.

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RP-64-33

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE THURSDAY P.M.'s

1965

Traffic Regulations
Route 79
Freehold
Monmouth County

Trenton, Jan. 7 - The New Jersey State Highway Department today announced new parking regulations on Route 79 in Freehold, Monmouth County.

Stopping or standing will be prohibited at all times:

1. Along both sides of Route 79 (South Street) between the easterly curb line of Route 79 (East Main Street) and a point 230 feet south.
2. Along the west (southbound) side of Route 79 (East Main Street) between the northerly curb line of Court Street and a point 210 feet north.
3. Along the east (northbound side of Route 79 (Broadway) from Elk's point to the intersection of Dutch Lane.

The municipality requested the regulation to facilitate freer traffic movements through the area.

The regulation will become effective with the posting of regulatory signs. This is expected within two weeks.

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RP-64-35

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105



RELEASE THURSDAY P.M.'S

1965

Traffic Regulations
U.S. Route 22
Readington Township
Hunterdon County

Trenton, Jan. 7 - The New Jersey State Highway Department today announced new parking regulations on U.S. Route 22 in Readington Township, Hunterdon County.

Stopping or standing will be prohibited at all times along both sides of the route within the corporate limits of Readington Township, including all ramps and connections to the route that are within the jurisdiction of the State Highway Department.

A Highway spokesman said that roadside parking through this area creates a safety hazard and interferes with the free and turning movements of traffic. The spokesman said that the prohibition of stopping or standing on Route 22 through the Township will improve these conditions. He noted that when Interstate Route 78 is completed Route 22 will be relieved of much of the through traffic and heavy trucking bound to and from the metropolitan areas.

The new regulation will become effective with the posting of regulatory signs. This is expected within two weeks.

1. The first step in the process of determining the best way to use a new technique is to identify the problem that needs to be solved. This involves a thorough analysis of the current situation and the identification of the specific needs and requirements of the organization. The problem may be related to a specific task or a broader issue such as improving efficiency, reducing costs, or increasing quality. Once the problem is identified, the next step is to research and evaluate different techniques that can be used to address it. This involves identifying the strengths and weaknesses of each technique, as well as their potential impact on the organization. The evaluation process should be objective and based on a clear set of criteria. The final step is to select the most appropriate technique and implement it. This involves developing a plan of action, assigning responsibilities, and monitoring progress. The implementation process should be systematic and follow a clear timeline. It is important to communicate the changes to all relevant stakeholders and seek their feedback. The implementation process should be iterative, allowing for adjustments and improvements as needed. Overall, the process of determining the best way to use a new technique requires a systematic and thoughtful approach, involving careful planning, research, and implementation.

NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey

RELEASE THURSDAY DECEMBER 31, 1964

WEEK OF JANUARY 2 - JANUARY 8

Trenton, Dec. 31 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of January 2 - January 8.

Bergen

Route 4, Paramus, Hackensack, River Edge, Teaneck, Englewood -- No interference for the remainder of the winter except at the Johnson Avenue Bridge over Coles Brook and at the Northern Railroad Bridge.

Camden

Route 30, Berlin -- Minor delays during sewer installation.

Route 70, Pennsauken and Cherry Hill -- Minor interference may be expected throughout the project with possibly greater interference at the intersection of Cuthbert Road and Route 70.

Route 73, Tansboro, Winslow Township -- Minor delays during gas main installation.

Cumberland

Route 49, Millville -- Minor delays during sanitary sewer installation.

Essex

Route 7, Belleville -- Drainage installation on shoulder. Traffic will be maintained.

Gloucester

Route 47, Franklinville -- Minor delays during telephone conduit installation.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 78, Clinton, Readington, Tewksbury, Lebanon -- Detour roadways will be built at Blossom Hill Road and at County Route 523. Hunterdon Road has been closed during bridge construction. No interference is expected.

Hunterdon-Somerset

Route 78, Tewksbury, Readington, and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road is closed to through traffic. The condition will continue until the spring of 1965.

Mercer

Route 29 Freeway, Ewing Township -- Traffic is now using the new roadways of Route 29. Slight delays may be expected on the old Route 29 roadway. The Lower Ferry Road area will remain closed during sewer installation.

(more)

1964
TRAFFIC CONDITIONS REPORTMonmouth

Route 9, Freehold and Manalapan Townships -- Slight delay may be expected in the vicinity of Englishtown Road overpass. The condition will continue for three weeks.

Route 35, Keyport -- Minor delays may be expected during construction of grade separation for the next four months.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Traffic will be guided through the construction area. A detour road is in use at Change Bridge Road.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris-Somerset

Route 78, Bernards, Warren, Passaic, Watchung -- Minor interference may be expected on King George Road, Mountain Avenue and Hillcrest Road as equipment moves around construction sites. The condition will continue for two years.

Saw Mill Road will be closed to through traffic between Mountain Avenue and Reinman Road. Traffic will use Old Stirling Road. The condition will continue for 10 months.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next 3 months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next three months.

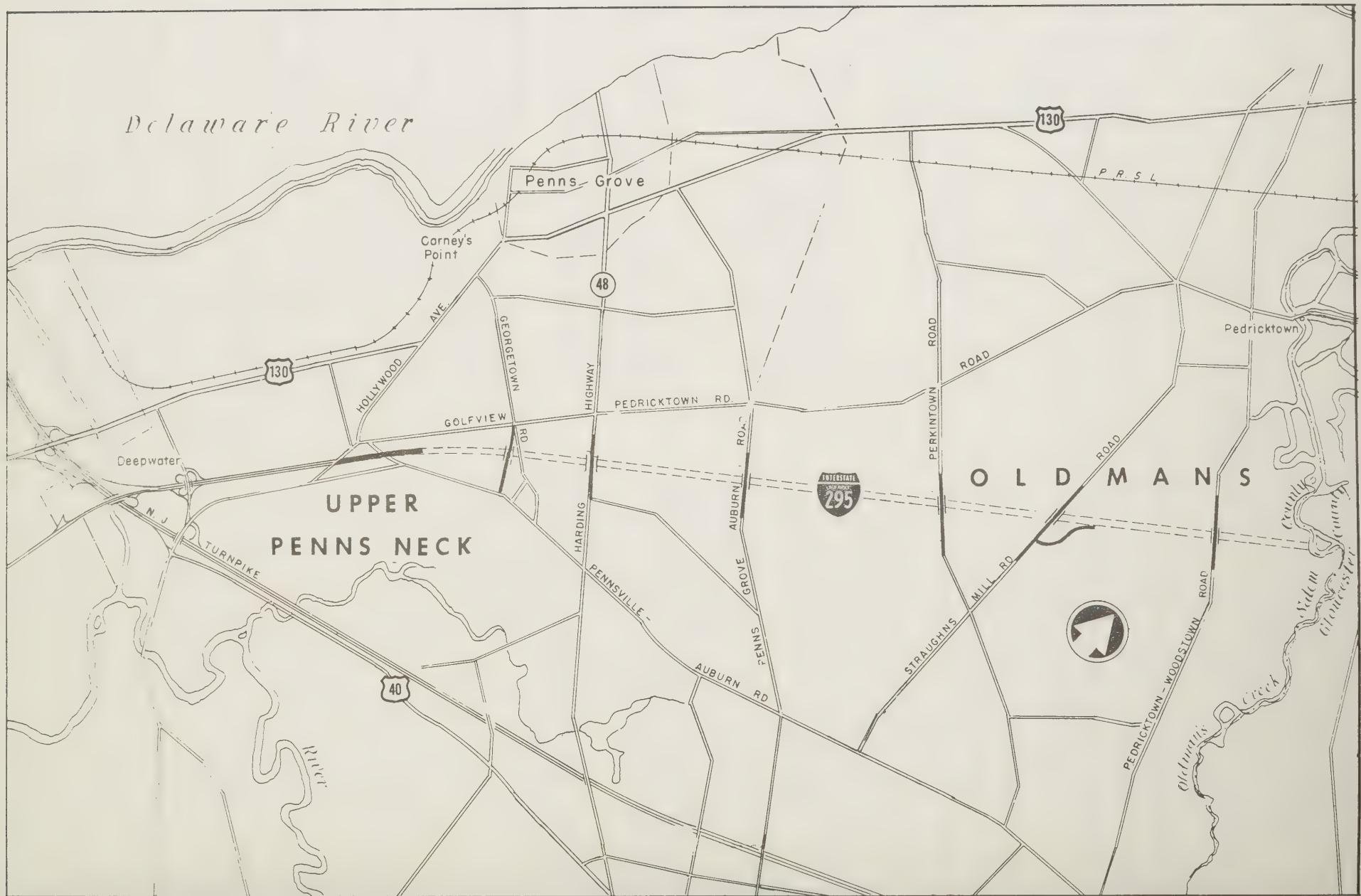
Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete. A detour road is in operation at Mine Brook Road.

Somerset-Union

Route 78, Watchung, Berkeley Heights -- Minor interference when construction equipment crosses Plainfield Avenue.

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Delaware River



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE THURSDAY P.M.'S

1964

INTERSTATE ROUTE 295 - ADV
Upper Penns Neck Township
Oldmans Township
Salem County

Trenton, Dec. 31 - The New Jersey State Highway Department today announced bids will be received Jan. 21, 1965 on a project for the construction of bridges and incidental paving on a portion of Interstate Route 295 in Salem County.

Work will consist of the construction of bridges and bridge approach roadways at local road intersections with the main line of Route 295 from Hollywood Avenue in Upper Penns Neck Township northward to Pedricktown Road in Oldmans Township.

Seven bridges will be built to carry roadways as follows:

1. Route 295 over Hollywood Avenue. Three lanes in each direction.
2. Relocated Georgetown Road over Route 295, two lanes.
3. Route 48 over Route 295, three lanes.
4. Pennsgrove - Auburn Road over Route 295, two lanes.
5. Perkintown Road over Route 295, two lanes.
6. Straughens Mill Road over Route 295, two lanes.
7. Pedricktown Road over Route 295, two lanes.

Bridge approach roadways will consist of subbase ten inches thick, bituminous stabilized base course 4 inches thick and a bituminous concrete surface 2 inches thick bordered by white concrete verticle curb. One lane of traffic will be carried in each direction on local roads. Two

(more)

1964
INTERSTATE ROUTE 295 - ADV
Upper Penns Neck Township
Oldmans Township
Salem County

lanes of traffic will be carried in each direction on Route 48.

The main line roadways of Route 295 will be rough graded over a distance of about 2,000 feet at the site of the Hollywood Avenue bridge.

Plans for Interstate Route 295 in the area of the proposed project generally provide for a dualized superhighway having two lanes of traffic in each direction on roadways 25 feet wide separated by a variable width grass median.

At present, about one mile of Route 295 is being graded from Woodstown Road in Oldmans Township, Salem County to Oldmans Creek Road in Logans Township, Gloucester County.

A 1.2 mile portion of Route 295 is being graded between High Hill Road and Route U.S. 322 in Logan Township.

High level bridges are being built over Oldmans Creek in Logan Township and over Raccoon Creek at the Gloucester - Salem County line.

Nearly three miles of the superhighway are open from the Delaware Memorial Bridge to Hollywood Avenue in Upper Penns Neck Township, Salem County. Between Route 322 in Bridgeport, Gloucester County northward through Camden County to Route 73 in Burlington County there are nearly 23 miles of the superhighway in service.

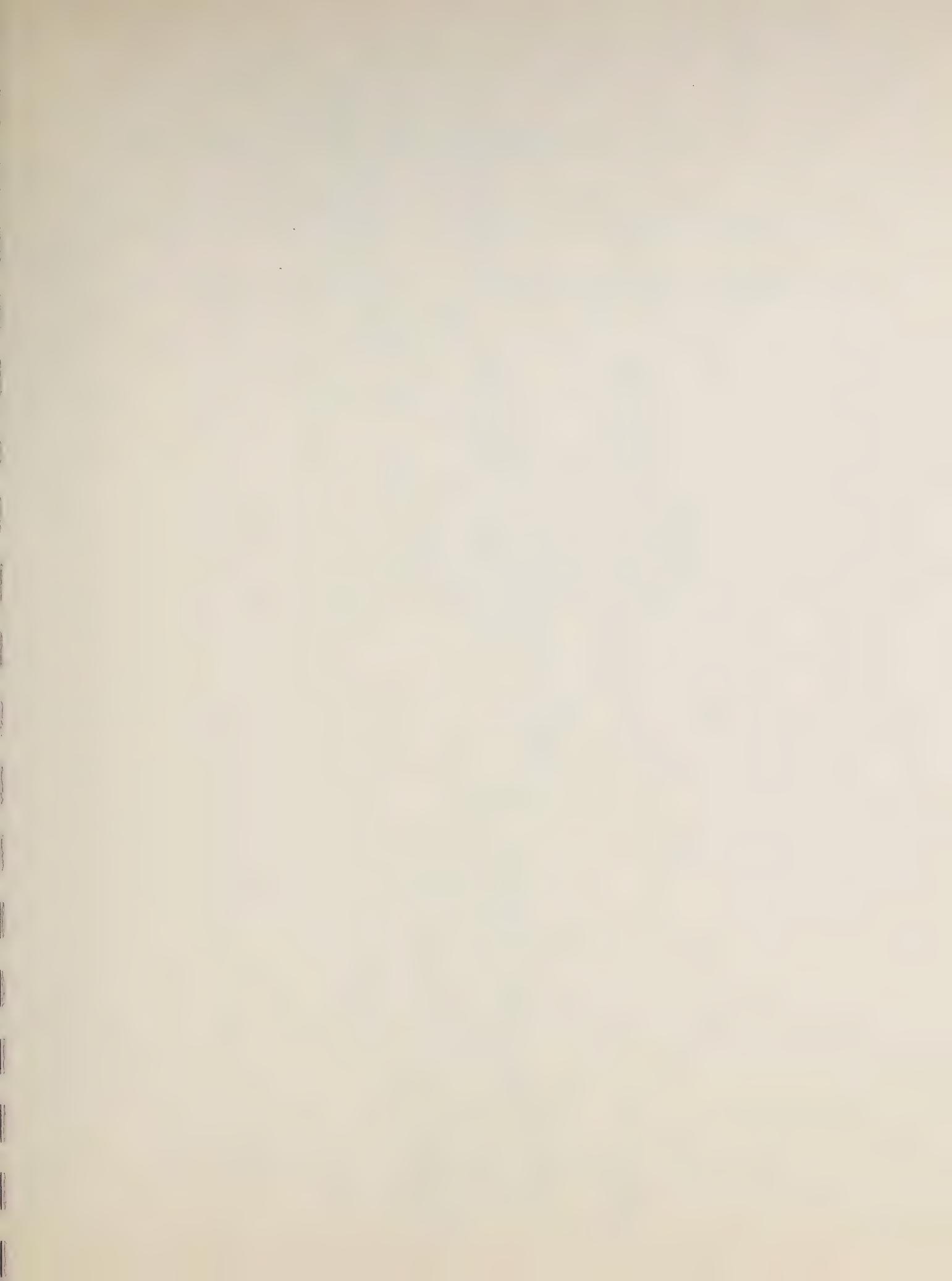
Ninety percent of the cost of Interstate Route construction in New Jersey is paid by the federal government while the remaining ten percent is paid by the State Highway Department.
(more)

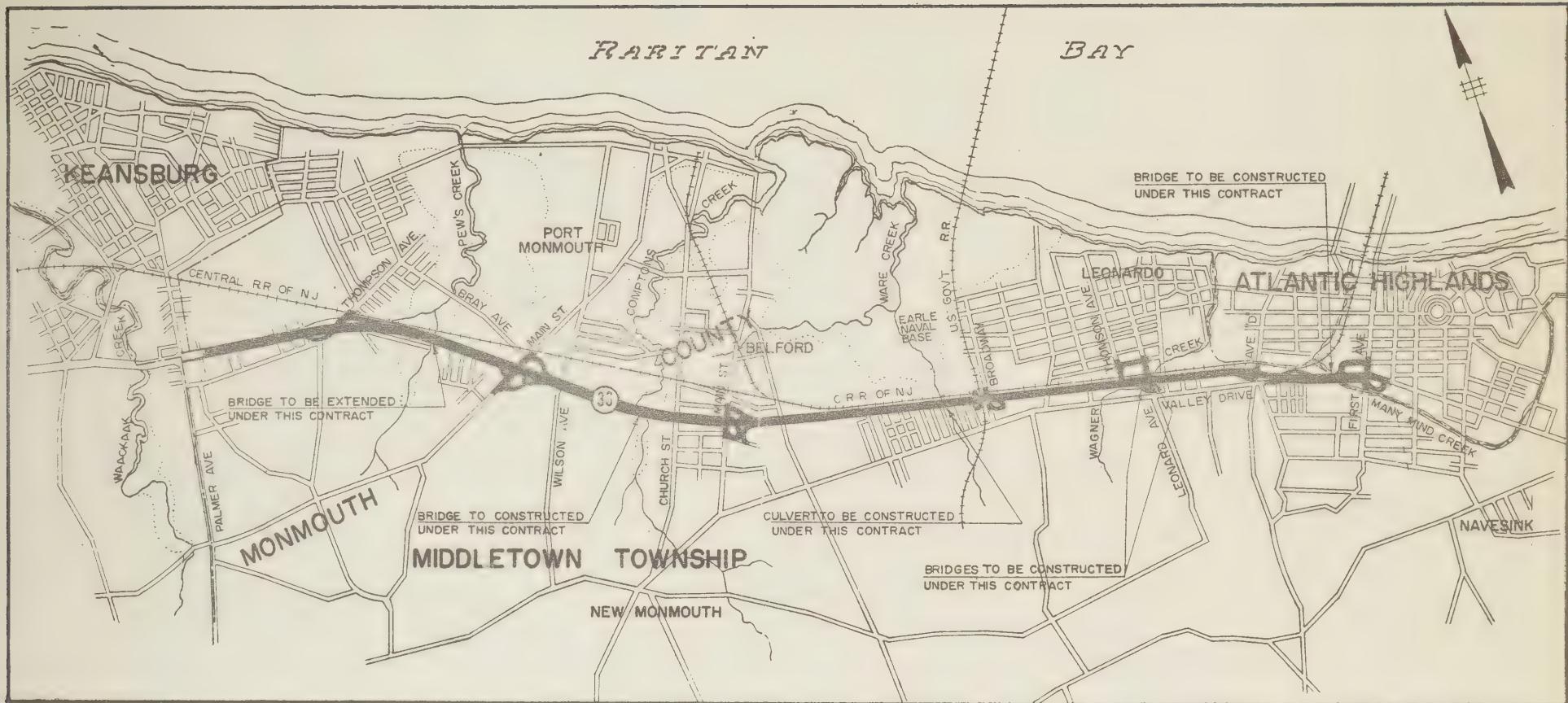
1964
INTERSTATE ROUTE 295 - ADV
Upper Penns Neck Township
Oldmans Township
Salem County

The 0.619 mile project is expected to take 300 working days to complete.
All bids will be reviewed before a contract is awarded.

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295,IN
64-I-24





BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE THURSDAY P.M.'S

1964
Route 36 - ADV
Monmouth County

Trenton, Dec. 31 - The New Jersey State Highway Department today announced it will receive bids January 28, 1965 on a project for the improvement of a portion of Route 36 in Monmouth County.

The project, part of an overall plan to improve the highway from Keyport in Monmouth County to First Avenue in Atlantic Highlands, consists of the dualization of the route from Palmer Avenue in Middletown Township to First Avenue in the Borough of Atlantic Highlands. The normal traffic volume between Keyport and the Borough of Atlantic Highlands is about 16,000 vehicles per day. During the summer months, the volume increases to about 22,000 vehicles per day resulting in serious congestion.

Dualization work between Route 35 in Keyport and Palmer Avenue was recently completed. The intersection of Route 36 and Ocean Avenue in Sea Bright was revised last summer to eliminate a bottleneck at the entrance to the Sandy Hook State Park.

The existing roadway between Palmer Avenue and First Avenue now carries one lane of traffic in each direction, eastbound and westbound, on a nine inch thickness of reinforced concrete pavement. The improved roadway will carry two lanes of traffic in each direction separated by white concrete barrier curb.

Portions of the existing roadway to be widened will consist of 12 inches of subbase and a bituminous stabilized base course six inches thick. The surface of the new roadways will be bituminous concrete. Bituminous surface treated

(more)

1964
Route 36 - ADV
Monmouth County

shoulders will border the roadways and regular white concrete vertical curb will be constructed in the intersection and jug handle areas.

Improvements will be made at the intersections of local roads with the highway. Existing intersections will be resurfaced with bituminous concrete three inches thick and bordered by white concrete vertical curb.

Where new pavement is to be constructed at local road intersections and at connecting ramps, 12 inches of subbase will be topped by a bituminous stabilized base course four inches thick and a bituminous concrete surface three inches thick. White concrete vertical curb will border the roadway.

A pair of left turn jug handles will be built at the intersection of Route 36 with Thompson Avenue. An intersection revision at Ohio Avenue, just east of the Thompson Avenue intersection, will permit two-way traffic on Ohio Avenue to connect safely and easily with eastbound Route 36. In this area, provision will be made for Jersey Avenue traffic to connect to the eastbound lanes of the highway.

A pair of left turn jug handles will be built at the intersection with Main Street in Port Monmouth.

A pair of left turn jug handles will be built at the intersection of Route 36 with Main Street in Belford. Motorists traveling on Morris Avenue in Belford will be able to reach all directions of traffic at this intersection conveniently.

A left turn jug handle will be built permitting eastbound Route 36 traffic to cross the highway safely to the entrance to the Earle Naval Base just west of
(more)

1964
Route 36 - ADV
Monmouth County

the intersection of the highway with Broadway.

At Broadway, a left turn jug handle will be built to permit eastbound Route 36 traffic to reach northbound Broadway or the westbound lanes of the route.

Left turn jug handle facilities will be built on both sides of the highway in the area of the intersection with Leonard Avenue to enable both directions of traffic on the route to reach Leonard Avenue, Vanderbilt Avenue, Thompson Avenue and Hosford Avenue.

A left turn jug handle will be built at the intersection with Avenue "D", in Atlantic Highlands, permitting eastbound Route 36 to cross the highway safely. About 1,300 feet further east, a left turn jug handle will be built to enable westbound Route 36 traffic to cross the highway safely to Valley Drive. Valley Drive parallels the highway and may be used in its westerly direction by westbound Route 36 traffic to reach Avenue "D". Eastbound Valley Drive traffic will merge with the eastbound lanes of the route at this location.

Left turn jug handle facilities will be built on both sides of the highway in the area of the intersection with First Avenue to enable both direction of traffic on the route to reach First Avenue, West Avenue and Garfield Avenue.

Traffic signals will be installed at each jug handle to permit traffic to cross Route 36 safely and with minimum delay.

Structures to be built as part of this project include the widening of the bridge carrying the highway over Pew's Creek; a new bridge over Compton's Creek;

(more)

4.

1964
Route 36 - ADV
Monmouth County

a new culvert over Ware Creek; a new culvert and a new bridge over Wagner Creek in the area of the Leonard Avenue intersection; and a new bridge over Many Mind Creek.

Costs of the five mile project, which will take about 225 working days to complete, will be paid by the Federal Government and the State of New Jersey. All bids will be reviewed before a contract is awarded.

36,2B,3C
63-P-12

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105

IMMEDIATE RELEASE



1964

Route 78 - Newark Alignment

Trenton, N.J., Dec. 30 - The New Jersey State Highway Department received the following telegram addressed to Commissioner Dwight R. G. Palmer:

"At your request I have reviewed all available information and actions concerning your request for approval of a revised location for Interstate Route 78 in the Newark area identified as the borderline alignment, including the Bureau of Public Roads denial of approval contained in our Division Engineer's September 4, 1964 letter to you. The borderline alignment which you recommended involves a relatively small difference in the number of families compared to the previously approved location but a substantially larger number of commercial and industrial properties. It also entails a substantially greater cost with no improvement of traffic service or safety.

"I find no grounds to support a change in our position. I confirm the denial of approval of the borderline alignment and reaffirm the presently approved location.

"It is urged that further delay be avoided and that this critically needed highway be placed in high priority by your department."

(signed) "Whitton
Public Roads"

The telegram from Rex M. Whitton, Federal Highway Administrator, again rejected a compromise modification developed by the State in response to appeals by officials and citizens of Newark, which would have shifted a portion of the superhighway's path previously approved by the Bureau
(more)

1964
Route 78 - Newark Alignment

of Public Roads slightly to the north and west, so that it would have straddled the Newark - Irvington border before passing into Hillside.

Governor Richard J. Hughes, Newark Mayor Hugh Addonizio, Congressman-elect Paul Krebs, Commissioner Palmer and members of his staff met with Administrator Whittton in Washington December 1 in support of the alignment preferred by the officials of Newark. At that time, the Administrator said he would take the request under consideration.

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DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information
AREA CODE 609 292-3105

IMMEDIATE RELEASE

1964
Erie-Lackawanna Railroad

Trenton, Dec. 29 - It was announced jointly today by Highway Commissioner Dwight R. G. Palmer and William White, Chairman of the Erie-Lackawanna Railroad that the hearings scheduled in connection with a petition from the Erie-Lackawanna to discontinue a number of suburban trains have been postponed. The hearings had been scheduled for January 15 and 22 at the State Office Building in Newark.

Both the Highway Commissioner and officials of the Railroad said that due to pressure of other matters the hearings have temporarily been postponed.

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NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey

RELEASE THURSDAY DECEMBER 24, 1964

WEEK OF DECEMBER 26 - January 1

Trenton, Dec. 24 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of December 26 - January 1.

Bergen

Route 4, Paramus, Hackensack, River Edge, Teaneck, Englewood -- No interference for the remainder of the winter except at the Johnson Avenue Bridge over Coles Brook and at the Northern Railroad Bridge.

Route 208, Fair Lawn, Glen Rock -- The new ramps are open to traffic.

Camden

Route 30, Berlin -- Minor delays during sewer installation.

Route 70, Pennsauken and Cherry Hill -- Minor interference may be expected throughout the project with possibly greater interference at the intersection of Cuthbert Road and Route 70.

Route 73, Tansboro, Winslow Township -- Minor delays during gas main installation.

Cape May

Route 50, south of Tuckahoe -- Minor delays during drainage installation work.

Cumberland

Route 49, Millville -- Minor delays during sanitary sewer installation.

Essex

Route 7, Belleville -- Drainage installation on shoulder. Traffic will be maintained.

Gloucester

Route 47, Franklinville -- Minor delays during telephone conduit installation.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 78, Clinton, Readington, Tewksbury, Lebanon -- Detour roadways will be built at Blossom Hill Road and at County Route 523. No interference is expected.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road is closed to through traffic. The condition will continue until the spring of 1965.

1964
TRAFFIC CONDITIONS REPORT

Mercer

Route 29 Freeway, Ewing Township -- Traffic is now using the new roadways of Route 29. Slight delays may be expected on the old Route 29 roadway. The Lower Ferry Road area will remain closed during sewer installation.

Monmouth

Route 9, Freehold and Manalapan Townships -- Slight delay may be expected in the vicinity of Englishtown Road overpass. The condition will continue for six weeks.

Route 35, Keyport - Minor delays may be expected during construction of grade separation for the next four months.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris-Somerset

Route 78, Bernards, Warren, Passaic, Watchung -- Minor interference may be expected on King George Road, Mountain Avenue and Hillcrest Road as equipment moves around construction sites. The condition will continue for two years.

Saw Mill Road will be closed to through traffic between Mountain Avenue and Reinman Road. Traffic will use Old Stirling Road. The condition will continue for 10 months.

Morris and Warren

Route 24, Borough of Washington, Washington Township, Mansfield Township, Town of Hackettstown -- Traffic will be maintained with single lane restrictions in the immediate area of utility work. The condition will continue until the end of 1964.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next 3 months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next three months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete. A detour road is in operation at Mine Brook Road.

1964
TRAFFIC CONDITIONS REPORT

Somerset-Union

Route 78, Watchung, Berkeley Heights -- Minor interference when construction equipment crosses Plainfield Avenue.

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NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey

RELEASE THURSDAY DECEMBER 24, 1964

WEEK OF DECEMBER 26 - January 1

Trenton, Dec. 24 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of December 26 - January 1.

Bergen

Route 4, Paramus, Hackensack, River Edge, Teaneck, Englewood -- No interference for the remainder of the winter except at the Johnson Avenue Bridge over Coles Brook and at the Northern Railroad Bridge.

Route 208, Fair Lawn, Glen Rock -- The new ramps are open to traffic.

Camden

Route 30, Berlin -- Minor delays during sewer installation.

Route 70, Pennsauken and Cherry Hill -- Minor interference may be expected throughout the project with possibly greater interference at the intersection of Cuthbert Road and Route 70.

Route 73, Tansboro, Winslow Township -- Minor delays during gas main installation.

Cape May

Route 50, south of Tuckahoe -- Minor delays during drainage installation work.

Cumberland

Route 49, Millville -- Minor delays during sanitary sewer installation.

Essex

Route 7, Belleville -- Drainage installation on shoulder. Traffic will be maintained.

Gloucester

Route 47, Franklinville -- Minor delays during telephone conduit installation.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 78, Clinton, Readington, Tewksbury, Lebanon -- Detour roadways will be built at Blossom Hill Road and at County Route 523. No interference is expected.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road is closed to through traffic. The condition will continue until the spring of 1965.

1964
TRAFFIC CONDITIONS REPORT

Mercer

Route 29 Freeway, Ewing Township -- Traffic is now using the new roadways of Route 29. Slight delays may be expected on the old Route 29 roadway. The Lower Ferry Road area will remain closed during sewer installation.

Monmouth

Route 9, Freehold and Manalapan Townships -- Slight delay may be expected in the vicinity of Englishtown Road overpass. The condition will continue for six weeks.

Route 35, Keyport -- Minor delays may be expected during construction of grade separation for the next four months.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris-Somerset

Route 78, Bernards, Warren, Passaic, Watchung -- Minor interference may be expected on King George Road, Mountain Avenue and Hillcrest Road as equipment moves around construction sites. The condition will continue for two years.

Saw Mill Road will be closed to through traffic between Mountain Avenue and Reinman Road. Traffic will use Old Stirling Road. The condition will continue for 10 months.

Morris and Warren

Route 24, Borough of Washington, Washington Township, Mansfield Township, Town of Hackettstown -- Traffic will be maintained with single lane restrictions in the immediate area of utility work. The condition will continue until the end of 1964.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next 3 months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next three months.

Route 287, Bernards Township and Borough of Far Hills -- Ammin Road will be closed to through traffic until bridge construction is complete. A detour road is in operation at Mine Brook Road.

1964
TRAFFIC CONDITIONS REPORT

Somerset-Union

Route 78, Watchung, Berkeley Heights -- Minor interference when construction equipment crosses Plainfield Avenue.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE UPON RECEIPT

1964

Interstate Route 80
Denville
Morris County
Cautionary Signs

Trenton, Dec. 24 - The New Jersey State Highway Department today announced work is expected to be completed by Department maintenance forces on Monday, December 28, on the installation of improved cautionary traffic signs on the eastbound lanes of Interstate Route 80 near the intersection with Route U.S. 46 west of Denville, Morris County.

The new warning signs, indicating the curve ahead, will be placed about 800 feet in advance of the curve to warn eastbound motorists. The new signs will measure six feet by six feet and will replace the existing warning signs which measure four feet by four feet. The new signs will be diamond shaped and will carry a black arrow on a yellow reflectorized background.

The site has been the scene of several accidents over the past year. The new warning signs will be accompanied by signs advising a 35 mile per hour speed limit.

Nine new arrow boards measuring 2 feet wide by eight feet high will be placed along the curve at a height of 16 feet above the roadway so that motorists approaching the curve may see them clearly. The black warning arrows will be placed upon a reflectorized yellow background.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



IMMEDIATE RELEASE

1964
Christmas Party

Trenton, Dec. 24 - The State Highway Department was liberally infused with youth yesterday when about 400 sons and daughters of Department employees attended Commissioner Dwight R. G. Palmer's 10th personally sponsored annual Christmas Party.

The arrival of Santa Claus created a furor in the temporary bleachers that had been erected in the Cafeteria of the Department's main building on Parkway Avenue in Ewing Township.

The children, who ranged from toddlers to 8-year-olds, were shepherded by an equal amount of mothers who took advantage of the occasion to "see where daddy works" and to introduce the children to his most intimate co-workers.

Each child received an individual gift, a gift filled stocking, and a gas-filled balloon. While waiting for Santa they were entertained by Uncle Pete Boyle of television fame, Puppeteer Dave Monahan and the magic of Evans Brown the clown.

The party, which got underway at 2:30 in the afternoon broke up about 4:30.

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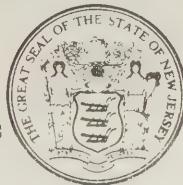
BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105

FOR RELEASE DECEMBER 24 p.m. '64



1964

SNOW REMOVAL

Trenton, Dec. 24 - Advance warning of snowstorms and new snow removal equipment are helping keep the New Jersey State Highway Department Maintenance Division crews on top of the snow problem this winter.

The farmer's almanac and aching bunions have no place in the Department's annual operation "Snow Removal."

The Maintenance Division made exhaustive preparations, and actually conducted a "dry run" to see that all snow crews knew how to operate the equipment, and that all equipment was in proper operating condition.

Stockpiles of salt and sand, located throughout the State, are maintained at levels known to be adequate without being overstocked, based on the experiences of past winters.

This winter the stockpiles include 35,000 tons of rock salt; 70,000 cubic yards of abrasives including sand, cinders, stone grits, and crushed slag; and 3,500 tons of calcium chloride.

The rock salt is spread to melt ice and snow, the abrasives provide traction, and the calcium chloride is used to keep the stockpiles from freezing and becoming unmanageable in the mechanical spreaders.

More than 2000 units of mechanical snow and ice control equipment, and about 3,000 men have been on standby alert since the snow season started.

(more)

1964
SNOW REMOVAL

This includes 800 privately owned trucks, loaders, and graders, hired if and when needed by the Highway Department to supplement its own forces, which are on call in case of severe storms.

New equipment purchased by the Department this year includes 50 snow plows, 23 tailgate spreaders, eight dump trucks, six spreader bodies, and a special snow fighting truck.

The new purchases bring the total to nearly 1200 pieces of snow removal equipment ready to roll and keep the State Highway System clear this winter.

Advance warning of threatening weather conditions, provided by the Federal Weather Bureau, and a private weather service, alert the Maintenance Snow Crews and keep them informed of changing conditions when they go into action.

Flexibility and coordination of snow removal activities are smoothly accomplished through the Department's network of 385 two-way mobile radio units and 10 base radio transmitting stations.

With all this, the Snow Crews' big problem is not snow and ice, but the unthinking drivers who are unprepared for and uninformed about driving in snowy weather.

They are the drivers who skid and stall on inclines, abandon cars and trucks on highways and ramps, run out of gas and block roads, or snarl traffic by driving the wrong way in an erroneous attempt to avoid a tie-up.
(more)

1964
SNOW REMOVAL

The individual motorist can help reduce driving hazards at this time of the year by driving with extra caution and courtesy, and by having his vehicle functioning properly and equipped for emergencies.

The State Highway Department has distributed over 100,000 copies of "Year 'Round Driving Hints," a pamphlet which spells out safety precautions to be observed for safe operation of a motor vehicle, and what sort of equipment should be kept in the vehicle for emergency use.

(Free copies are available by writing to the Department in Trenton.)

In general, the pamphlet advises motorists to always give snow plows and salt spreaders the right of way, put chains on rear wheels before getting stuck, take curves and corners with caution, maintain a safe, even speed, don't accelerate or brake rapidly, and drive well behind the vehicles ahead.

Tire chains should be kept in the car trunk, along with a container of sand, a shovel and flares. In the glove compartment or console, it is suggested the motorist carry some non-perishable snacks in case of a long delay. A blanket is also a good idea to keep warm without having the car motor running if stalled.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105

RELEASE THURSDAY P.M.'s



1964

Route 21 Freeway - COMPLETION
Newark and Belleville
Essex County

Trenton, Dec. 24 - The New Jersey State Highway Department today announced completion of a \$4.6 million project for construction of another section of the Route 21 Freeway in Newark and Belleville, Essex County.

The new section, located east of Main Street (McCarter Highway), which it nearly parallels, will absorb most of the heavy traffic volume formerly carried through town on the old state highway.

The project extended from Riverside Avenue in Newark to William Street in Belleville for a distance of about 1.2 miles along the west bank of the Passaic River. The new section joins existing Route 21 Freeway sections to the north and south which were constructed under prior contracts, completing the route from Clay Street, Newark, to north of Route 3 in Passaic.

Work consisted of construction of a six lane divided highway having three lanes in each direction, northbound and southbound. A viaduct has been built about 2,600 feet north of Riverside Avenue in the vicinity of Grafton Avenue which carries the southbound lanes above the northbound lanes for a distance of about 1,600 feet.

A one-way connection from the northbound lanes of the freeway may be made to Main Street (McCarter Highway) at the southerly end of the viaduct in the vicinity of Irving Street.

(more)

1964
Route 21 Freeway - COMPLETION
Newark and Belleville
Essex County

The northbound and southbound roadways meet at ground level at the crossing of the Second River where a new six lane bridge has been built.

An underpass has been built at the Erie-Lackawanna Railroad crossing.

Riverside Avenue will be connected to the northbound lanes of the freeway through a ramp.

A 12 foot wide bituminous concrete access road to a local industrial plant fronts the southbound side of the freeway from the Grafton Avenue intersection with Main Street to a point near the southerly end of the project where it connects to the southbound lanes of the new route. Access from the Grafton Avenue intersection is to the southbound lanes of the freeway only.

The main roadway of the six lane divided highway is of reinforced concrete. A curbed mall divider four feet wide separates the northbound and southbound roadways.

At the northern limit of the project, the southbound lanes of the new route connect to Main Street.

A connection may be made from the northern limit of the project northward to the Rutgers Street Bridge.

Costs of the project will be shared by the Federal Government and New Jersey.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105

RELEASE THURSDAY P.M.'S



1964

Route U.S. 9 - COMPLETION
Madison Twp., Middlesex Co.
Marlboro Twp., Monmouth Co.
Manalapan Twp., Monmouth Co.
Freehold Twp., Monmouth Co.

Trenton, Dec. 24 - The New Jersey State Highway Department today announced completion of \$2.9 million of improvements on Route U.S. 9 in Middlesex and Monmouth Counties.

Work on more than seven miles of the highway consisted of dualization from the intersection with Route 18 in Madison Township, Middlesex County, southward through Marlboro Township to South Milford Brook in Manalapan Township, Monmouth County and from South Milford Brook southward to Englishtown Road in Freehold Township.

Formerly, one lane of Route 9 traffic was carried in each direction, northbound and southbound, on reinforced concrete pavement. A new roadway has been built to carry two lanes of northbound traffic. The old roadway has been improved to carry two lanes of southbound traffic. The roadways are separated in some locations by a concrete median divider and in other locations by a grass median divider.

A pair of left-turn jug handles have been constructed at the intersection of the route with Freneau Road enabling traffic on the highway and on road to connect freely and safely under the protection of traffic signals.

Another pair of left turn jug handles have been built at the intersection with Robertsville - Old Bridge Road.

(more)

1964

Route U.S. 9 - COMPLETION
Madison Twp., Middlesex Co.
Marlboro Twp., Monmouth Co.
Manalapan Twp., Monmouth Co.
Freehold Twp., Monmouth Co.

The bridge carrying Union Hill Road over Route 9 has been widened and an interchange has been built to permit traffic on the road and on the bridge to connect.

The culverts which carry the route over Pine Brook and Pine Brook Branch have been extended.

A pair of jug handles have been built between Union Hill Road and Pine Brook Road to provide an intermediate turnaround facility for Route 9 traffic.

Improvements have been built at the Gordon's Corner Road - Wickatunk Road intersection with the route.

Another pair of left turn jug handles will be built at the Taylors Mills Road intersection.

A pair of left turn jug handles will be built at the intersection with Ryan Road - Symmes Drive.

Northbound traffic will connect to Pond Street through a new ramp.

Both directions of traffic on Pond Road, which nearly parallels the highway in this area, will connect to Route 9 at a point north of the new ramp while further north, a connection to the northbound lanes of the highway from Pond Road will be built.

At the Craig Road intersection, southbound Route 9 traffic will connect to both directions of traffic on the road through a left turn jug handle.
(more)

1964

Route U.S. 9 - COMPLETION
Madison Twp., Middlesex Co.
Marlboro Twp., Monmouth Co.
Manalapan Twp., Monmouth Co.
Freehold Twp., Monmouth Co.

A pair of left turn jug handles have been built at the intersection of the highway with Schibanoff Road permitting traffic from Route 9 to connect with both directions of traffic on the local road or to make a turnaround.

Future plans include work to complete dualization of Route 9 from English-town Road southward to the Freehold traffic circle and beyond the traffic circle to Schank Road.

Costs of the project were shared equally by the Federal Government and New Jersey.

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9,23A,24A
62-P-1
9,23B
63-P-4

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105

RELEASE THURSDAY P.M.'S



1964

Traffic Signals
Mercury Vapor Lighting
Route 29 Freeway
Lower Ferry Road
Ewing Township, Mercer County

Trenton, Dec. 24 - The New Jersey State Highway Department today announced the installation of semi-actuated traffic signals and mercury vapor lighting at the intersections of 29 Freeway and River Road with Lower Ferry Road in Ewing Township, Mercer County.

A Highway spokesman said that an intersection improvement at Lower Ferry Road will enable westbound traffic to enter Lower Ferry Road or turn around to the eastbound lanes. At the same intersection, Lower Ferry Road traffic will be able to enter the west or eastbound lanes of the Freeway under signal control. Actuation of the signal on Lower Ferry Road will control traffic on both the Freeway and River Road.

The Highway Department will pay for the cost of the installation and furnish maintenance. The Township will supply electrical power.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292 - 3105

RELEASE THURSDAY P.M.'s



1964

Route 42 Freeway - ADV
Gloucester Township
Camden County

Trenton, Dec. 24 - The New Jersey State Highway Department today announced bids will be received January 14, 1965 on a project for widening a portion of Route 42 Freeway in Camden and Gloucester Counties.

At present, two lanes of traffic are carried in each direction, northbound and southbound, on reinforced concrete pavement. The roadways are separated by a grass median divider.

A third reinforced concrete traffic lane 12 feet in width will be built along the inner edge of each roadway over a distance of 3.342 miles from the vicinity of Lower Landing Road southward to Grenloch - Little Gloucester Road in Gloucester Township, Camden County.

The capacity of Route 42 Freeway is being increased to avoid congestion created by opening of the Atlantic City Expressway.

Earlier this year, new lanes were added to the Route 42 Freeway over a distance of nearly a mile from Grenloch - Little Gloucester Road to Sicklertown Road in Gloucester Township.

Future plans include continuation of the widening of Route 42 Freeway from Lower Landing Road southward to Grenloch - Little Gloucester Road in Gloucester Township, Camden County.

Costs of the project, which is expected to be completed by July 1, 1965, will be shared by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE THURSDAY P.M.'S

1964

Stone Harbor Boulevard - ADV
Middle Township
Cape May County
Federal Aid Secondary

Trenton, Dec. 24 - The New Jersey State Highway Department today announced bids will be received January 14, 1965 on a Federal Aid Secondary project for reconstruction of a portion of Stone Harbor Boulevard in Middle Township, Cape May County.

Work will consist of the construction of two traffic lanes, each 12 feet in width, over a distance of 2.48 miles from a point east of the Garden State Parkway eastward to Great Channel.

The new traffic lanes will consist of gravel base course eight inches thick and a bituminous concrete surface two inches thick. Gravel shoulders eight feet wide will border the outer edges of the roadway.

Costs of the work, which is expected to take 180 calendar days to complete, will be shared by the federal government and Cape May County. All bids will be reviewed before a contract is awarded.

Stone Harbor Blvd.
FAS

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105

RELEASE THURSDAY P.M.'s



1964
Building Sale
Interstate Route 80
Parsippany-Troy Hills
Morris County

Trenton, Dec. 24 - The New Jersey State Highway Department today scheduled a public sale Tuesday, December 29th of a vacant dwelling in Parsippany-Troy Hills, Morris County.

The house now stands on land purchased by the Department for the future construction of Interstate Route 80 and must be moved from its present location.

The house, located at 129 Jean Terrace, is a one-story frame ranch with attached frame garage.

A Highway auctioneer will be on the property at 11:30 a.m. to receive all bids.

A Highway spokesman said that similar sales in recent years have returned or saved the Department almost a million dollars and returned hundreds of valuable buildings to service and municipal tax rolls. The spokesman noted that this year to date \$83,090 has been regained by such sales and \$42,350 saved in demolition costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105



RELEASE THURSDAY P.M.'s

1964

Traffic Regulations
Interstate Route 80
Warren, Morris, Essex
and Bergen Counties

Trenton, Dec. 24 - The New Jersey State Highway Department today announced speed regulations along Interstate Route 80 in Warren, Morris, Essex and Bergen Counties.

The maximum limit of speed on all completed portions of the route is 60 miles per hour.

A Highway spokesman said that speed regulations on Interstate Routes vary to some degree among the states, but the speed limit on all significant portions of these routes now open to traffic in New Jersey have been established at sixty.

LS-64-8

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



RELEASE THURSDAY P.M.'s

1964

Traffic Regulation
Interstate Route 287
Middlesex, Morris & Somerset
Counties

Trenton, Dec. 24 - The New Jersey State Highway Department today announced speed regulations along Interstate Route 287 in Middlesex, Morris and Somerset Counties.

The maximum speed limit for both directions of traffic on the completed portion of the Route is 60 miles per hour.

A Highway spokesman said that speed regulations on Interstate Routes vary to some degree among the State but that the speed limits on all significant portions of these routes now open to traffic in New Jersey have been established at a maximum of sixty.

LS-64-7

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105

RELEASE THURSDAY P.M.'S



1964
Route 208 - COMPLETION
Maple Avenue Ramps
Borough of Fair Lawn
Borough of Glen Rock
Bergen County

Trenton, Dec. 24 - The New Jersey State Highway Department today announced completion of a \$55,000 project for construction of a pair of connecting ramps on Route 208 at the intersection with Maple Avenue in Glen Rock and Fair Lawn, Bergen County.

The ramps have been built east of Maple Avenue and on the north and south sides of Route 208 in the two Boroughs.

Addition of the ramps completed the interchange, enabling traffic on Maple Avenue as well as on Route 208 to connect or turn around.

Northbound traffic on Maple Avenue may use one of the new ramps to reach westbound Route 208 while the other ramp may be used by eastbound Route 208 traffic to reach northbound Maple Avenue.

The new ramps are 25 feet wide between curbs and have a bituminous concrete surface.

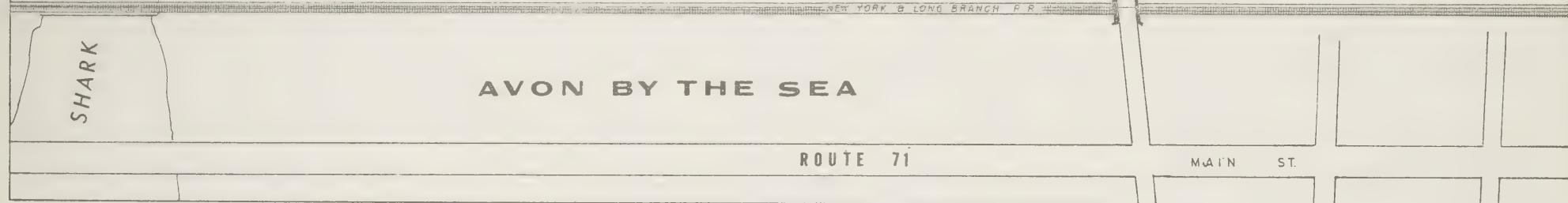
Costs of the project will be paid by the State Highway Department.

208,3D
65-M

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NEPTUNE CITY



NEW YORK & LONG BRANCH P.R.

AVON BY THE SEA

ROUTE 71

MAIN ST.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



RELEASE WEDNESDAY P.M.'s Dec. 23rd

1964

Route 35 - Railroad Avenue
Neptune City, Monmouth County

Trenton, Dec. 23 - The State Highway Department has announced that preliminary design has been completed for an interchange in Neptune City to accommodate traffic movements between Route 35, Sylvania Avenue and the proposed new Railroad Avenue relief route for Route 71.

Work on final design details will get underway immediately according to Commissioner Dwight R. G. Palmer and the State Highway Department's portion of construction is planned to start in 1966.

Basic design has been discussed with both Monmouth County and Neptune City officials and engineers, Commissioner Palmer said, and it meets with their approval. It was the subject of a meeting between State Highway, Monmouth County and Neptune City officials at the office of the County's consulting engineer for the Railroad Avenue project, in Belmar last Thursday.

The Commissioner said he was extremely gratified at the excellent degree of co-operation that was evidenced by Freeholder Smith and Mayor William Oliver of Neptune City in reaching agreement on the major traffic interchange design.

The overall interchange project will extend from the present intersection of Steiner Avenue and Route 35 southerly to Shark River and easterly to Avon in order to accommodate construction of a new four-lane bridge to carry Sylvania Avenue across proposed Railroad Avenue and the New York and Long Branch Railroad.

The present traffic signal controlled intersection at the point where Route 35 leaves Sylvania Avenue and Laird Avenue intersects would be eliminated. In
(more)

1964

Route 35 - Railroad Avenue
Neptune City, Monmouth County

that area Laird Avenue would be dead-ended and a ramp system would be constructed to permit traffic movements between Sylvania Avenue and proposed Railroad Avenue.

Just south of the existing intersection Route 35 would split into two separated roadways. The existing three-lane highway will remain to handle southbound traffic. An entirely new two-lane facility will be built adjacent and parallel to the railroad for northbound Route 35 traffic. It will permit direct access to the northbound lanes of the new relief route before swinging westerly and overpassing the relief route's southbound lanes to rejoin existing northbound Route 35 at Sylvania Avenue.

Ramps will be constructed within the area between the split Route 35 roadways to permit turnaround and other traffic movements involved in the interchange of traffic between the major traffic bearing facilities.

The Railroad Avenue project has been proposed by Monmouth County as a new North-South four-lane facility extending between Sunset Avenue in Asbury Park and Route 35 in Neptune City. It will provide traffic relief to existing Main Street which travels through the principal business areas of Asbury Park, Bradley Beach and Avon.

The relief route will be approximately three miles long and cost about \$1 million, with the County and Federal Government equally sharing the construction costs. The State Highway Department acts as an agent for the U.S. Bureau of Public Roads in programming, the review of plans, award of contract and supervision of construction.

(more)

1964

Route 35 - Railroad Avenue
Neptune City, Monmouth County

Preliminary design of the route has been approved and preparation of detailed plans is underway by the County's engineering consultant.

Completed Railroad Avenue will be a part of the Federal Aid Secondary Highway System. The Federal Aid route will also include Sunset Avenue in Ocean Township and Asbury Park between Route 35 and Railroad Avenue. No improvement of Sunset Avenue is scheduled at this time.

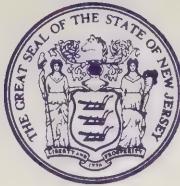
Earlier preliminary studies of the route called for its southern terminus to consist of a new connection south of Evergreen Avenue in Neptune City to existing Steiner Avenue north of Route 35.

The State Highway Department's planned interchange will provide for a better flow of traffic on and between all facilities concerned, Commissioner Palmer said, and at the same time eliminate one more congestion producing spot on the State Highway System.

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DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information
AREA CODE 609-292-3105

IMMEDIATE RELEASE

1964
Susquehanna Railroad

Trenton, Dec. 22 - Highway Commissioner Dwight R. G. Palmer today announced that a second hearing will be held December 30th on the petition of the Susquehanna Railroad to reduce its passenger service. He said this action was being taken at the request of counsel for various local governmental bodies who asked time to examine the evidence submitted by the railroad at a hearing held yesterday.

The Commissioner emphasized that regardless of whether or not they attended yesterday, all interested parties are invited to attend the December 30th hearing which will begin at 10:00 a.m. in the State Office Building, 1100 Raymond Boulevard, Newark.

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DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information
AREA CODE 609-292-3105

FOR RELEASE TUESDAY P.M.'S

1964
Erie-Lackawanna Railroad

Trenton, December 21, 1964 - Highway Commissioner Dwight R. G. Palmer announced today that hearings have been scheduled for January 15th and 22nd in Newark to receive evidence on the petition of the Erie-Lackawanna Railroad to curtail its passenger train service.

Commissioner Palmer stated that the petition of the railroad called for discontinuance of 14 weekday, 11 Saturday and 4 Sunday trains as well as for shortening the runs of 3 weekday and 3 Saturday trains. The lines involved are the Northern Branch, Newark Branch, Main Line, Boonton Line, Caldwell Branch and the electrified Montclair service. Details of the petition are contained in notices being posted at all affected railroad stations.

The Commissioner urged all interested persons to attend the hearings which will be held in the Public Utility Commission offices, 1100 Raymond Boulevard, Newark. He said that for the convenience of those interested in only a portion of the service, arrangements have been made for testimony to be taken on the Main Line, Northern and Newark Branches, and the Montclair service beginning at 10:00 A.M. on January 15th while the afternoon session starting at 1:30 P.M. that day will be devoted to the proposed Boonton Line and Caldwell Branch changes. Cross-examination of witnesses will take place at the January 22nd hearing.

NOTICE OF PUBLIC HEARING

The Erie-Lackawanna Railroad operates its passenger service under contract with the State pursuant to Chapter 88, L. 1964. The railroad has petitioned under the terms of this contract to discontinue the following trains between the points shown:

GROUP I

<u>Train</u>	<u>Leave</u>		<u>Arrive</u>		<u>Frequency</u>
1200	Nyack	6:02 A.M.	Hoboken	7:13 A.M.	Mon. - Fri.
1205	Hoboken	6:30 P.M.	Nyack	7:42 P.M.	Mon. - Fri.
1304	S. Paterson	8:19 A.M.	Hoboken	8:57 A.M.	Mon. - Fri.
1305	Hoboken	6:00 P.M.	Waldwick	6:59 P.M.	Mon. - Fri.
1701	Hoboken	10:05 P.M.	Waldwick	10:58 P.M.	Saturday

GROUP II

188	Montclair	11:00 P.M.	Hoboken	11:26 P.M.	Mon. - Fri.
192	Montclair	11:59 P.M.	Hoboken	12:25 A.M.	Tues. - Fri.
185	Hoboken	10:15 P.M.	Montclair	10:42 P.M.	Mon. - Fri.
189	Hoboken	11:15 P.M.	Montclair	11:41 P.M.	Mon. - Fri.
718	Montclair	8:00 A.M.	Hoboken	8:27 A.M.	Saturday
140	Montclair	11:00 A.M.	Hoboken	11:26 A.M.	Saturday
154	Montclair	2:00 P.M.	Hoboken	2:26 P.M.	Saturday
166	Montclair	5:15 P.M.	Hoboken	5:43 P.M.	Saturday
111	Hoboken	7:15 A.M.	Montclair	7:43 A.M.	Saturday
123	Hoboken	10:15 A.M.	Montclair	10:42 A.M.	Saturday
135	Hoboken	1:15 P.M.	Montclair	1:42 P.M.	Saturday
735	Hoboken	4:30 P.M.	Montclair	4:57 P.M.	Saturday

GROUP III

*1018	Washington	6:33 A.M.	Hoboken	8:23 A.M.	Mon. - Fri.
1024	Newton	6:40 A.M.	Dover	7:34 A.M.	Mon. - Fri.
1026	Denville	8:57 A.M.	Hoboken	9:57 A.M.	Mon. - Fri.
41	Hoboken	7:45 A.M.	Denville	8:46 A.M.	Mon. - Fri.
1013	Hoboken	2:00 P.M.	Dover	3:08 P.M.	Mon. - Fri.
*1023	Hoboken	5:34 P.M.	Wash.	7:28 P.M.	Mon. - Fri.
1015	Dover	6:55 P.M.	Newton	7:18 P.M.	Mon. - Fri.
1031	Dover	8:00 P.M.	Netcong	8:17 P.M.	Mon. - Fri.
1433	G. Notch	7:22 P.M.	Essex Fells	7:35 P.M.	Mon. - Fri.
1056	Washington	6:25 A.M.	Dover	7:18 A.M.	Saturday
1066	Branchville	4:10 P.M.	Dover	5:33 P.M.	Saturday
1061	Hoboken	1:15 P.M.	B'ville	3:55 P.M.	Saturday
1067	Dover	6:10 P.M.	Wash.	7:04 P.M.	Saturday
1073	Dover	8:10 P.M.	Netcong	8:28 P.M.	Saturday
1062	Dover	9:55 A.M.	Hoboken	10:57 A.M.	Sun. & Hol.
1068	Branchville	6:10 P.M.	Hoboken	8:36 P.M.	Sun. & Hol.
1059	Hoboken	11:15 A.M.	B'ville	1:47 P.M.	Sun. & Hol.
1075	Hoboken	7:40 P.M.	Dover	8:46 P.M.	Sun. & Hol.

* Trains 1016 and 1021 to be extended to Netcong and Mt. View, Lincoln Park, Towaco and Denville stops added.

To assist the Commissioner in reaching a decision on this petition, a hearing will be held in the offices of the Public Utility Commission, 1100 Raymond Boulevard, Newark, New Jersey, on Friday, January 15, 1965, beginning at 10:00 A.M. with regard to trains in Group I and II and not earlier than 1:30 P.M. with regard to trains in Group III. An additional hearing for the purpose of cross-examination of witnesses will be held at the same location beginning at 10:00 A.M., Friday, January 22, 1965. The public is invited to present comments and suggestions at these hearings.

Dwight R. G. Palmer
Commissioner
New Jersey State Highway Department
Trenton, New Jersey

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



RELEASE SUNDAY P.M.'s

1964

Children's Christmas Party

Trenton, Dec. 20 - State Highway Commissioner Dwight R. G. Palmer reports his negotiations with Santa Claus to attend the annual children's Christmas Party at the Highway Department have been brought to a successful conclusion.

Commissioner Palmer said Santa will appear at the party Wednesday afternoon, December 23rd, in the main office building cafeteria before some 400 children of Department employees. The event is the tenth Christmas affair to be personally sponsored by the Commissioner since he took office in 1954. Attendance is limited to children of Departmental employees in the Trenton area.

While his young guests are waiting, the Commissioner added, they will be entertained by Uncle Pete Boyle of television fame, and Dave Monahan who has appeared on the Ed Sullivan show with his xylophone and puppets. Feats of magic will be performed by Evans Brown the Clown.

The children, whose ages range from one to eight years, will receive individual gifts, balloons and gift-filled stockings.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292 - 3105

RELEASE FRIDAY P.M.'S



1964
Sale of Buildings
Route 287
Morristown
Morris County

Trenton, Dec. 18 - The New Jersey State Highway Department today scheduled a public sale Tuesday, December 29th, of five vacant houses in Morristown, Morris County.

The houses now stand on land purchased for the future construction of Interstate Route 287 and must be moved from their present locations.

The houses are located at: 215 Morris Avenue, a $2\frac{1}{2}$ story one-family stucco dwelling with a detached two-car garage; 5-5½ Ford Avenue, a $2\frac{1}{2}$ story, two-family duplex; 10 Howell Place, a two-story, one-family frame dwelling with a one-car garage.

Also, 12 Howell Place, a $2\frac{1}{2}$ story frame one-family dwelling with a detached one-car garage and at 91 Franklin Street, a two-story frame dwelling with a detached one-car garage.

A Highway auctioneer will be on the property located at 91 Franklin Street to receive bids for all the properties, which will be sold as separate units.

A Highway spokesman said that similar sales in recent years had regained or saved the Department nearly a million dollars and returned hundreds of valuable buildings to use and to municipal tax rolls. The spokesman noted that this year to date the Department has regained \$83,090 in building sales and saved \$42,360 in demolition costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



IMMEDIATE RELEASE

1964

Route 35 - BIDS
Woodbridge Township
Middlesex County

Trenton, Dec. 17 - The New Jersey State Highway Department today announced a low bid of \$211,022.00 was received from Middlesex Concrete Products and Excavating Corp., Woodbridge on a Route 35 improvement project in Woodbridge Township, Middlesex County.

Other bidders on the project were: L. Zimmerman & Sons, Inc., Hillside, N.J., \$211,501.60; Della-Pello Cont. Co., Inc., Union, N.J., \$219,053.30; C. H. Winans Co., Roselle, N.J. \$221,553.70; Franklin Contracting Company, Little Falls, N.J., \$247,684.15; Michael LaMorgese & Son, Inc., Irvington, N.J., \$251,326.25; Ralph Barone & Sons, Kenilworth, N.J., \$292,550.95.

Work will consist of widening and resurfacing nearly one mile of Route 35 from Bunn's Lane northward to Church Street.

Route 35, in this location, presently carries two lanes of traffic in each direction, northbound and southbound, on reinforced concrete pavement. The roadway is presently 40 feet wide between curbs.

The roadway will be widened to a total width of 46 feet between curbs and will be resurfaced with bituminous concrete.

Local road intersections with the Route will be improved to permit smoother movement of traffic.

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1964
Route 35 - BIDS

Costs of the 0.96 mile project, which is expected to take 125 working days to complete, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



IMMEDIATE RELEASE

1964

Route 13 - BIDS

Manasquan - Bay Head Canal Bridge
Point Pleasant Borough
Ocean County

Trenton, Dec. 17 - The New Jersey State Highway Department today announced a low bid of \$157,509.00 was received from Foundations & Structures, Inc., Lynwood, on a project for placing underwater rock fill at the Route 13 Manasquan - Bay Head Canal Bridge in Point Pleasant Borough, Ocean County.

Other bidders on the project were: Spearin, Preston & Burrows, Inc., N.Y.C. \$165,636.00; Stavola Cont. Co., Inc., Red Bank, \$167,958.00; Franklin Contracting Co., Little Falls, \$169,312.50; Ole Hansen & Sons, Inc., Pleasantville, \$192,532.50; and Peter W. Kero, Inc., Carlstadt, \$367,650.00.

The project was classified by the Department as routine maintenance to prevent scouring of underwater bridge supports by the strong tidal currents in the canal.

The proposed project will consist of blanketing the area of the canal at the bridge with 19,000 tons of heavy stone to prevent future scouring action.

No interference to traffic on the bridge roadways is expected.

Costs of the repair work, which is expected to be completed in 40 calendar days, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609 ... 292-3105

1964

Interstate Route 80 - BIDS
Saddle Brook Township
Borough of East Paterson
Bergen County
SIGNS

Trenton, Dec. 17 - The New Jersey State Highway Department today announced a low bid of \$109,987.45 was received from Whitmyer Bros., Inc., Hammonton, for the manufacture and erection of permanent directional signs on a section of the Interstate Route 80 portion of the Bergen-Passaic Expressway in Bergen County.

The other bidder on the project was: United Advertising Corp., Newark, \$134,648.10.

Directional sign installation will be made on Route 80 between Senate Street in Saddle Brook Township and the Garden State Parkway in the Borough of East Paterson.

More than 60 signs of all types and sizes will be erected over a distance of more than one mile in required locations. Four sign bridges will be erected as well as overhead signs and roadside signs.

Supports for the larger signs will be of aluminum bolted to reinforced concrete foundations.

The familiar reflectorized material will be used in the manufacture of the signs: regulatory signs will be black on white, warning signs black on yellow and directional signs white on green.

Ninety percent of the costs of the work, which is expected to be completed in 180 calendar days will be paid by the federal government. The State Highway Department will pay the remainder. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609....292-3105



RELEASE THURSDAY P.M.'s

1964

Sale of Building
Interstate Route 78
Berkeley Heights
Union County

Trenton, Dec. 17th - The New Jersey State Highway Department today scheduled a public sale Tuesday, December 22nd of a vacant dwelling in Berkeley Heights, Union County.

The dwelling now stands on land purchased by the Department for the future construction of Interstate Route 78, and must be moved from its present location.

The dwelling, located at 251 Diamond Hill Road, is a one-family $1\frac{1}{2}$ story frame with an attached one-car garage.

A Highway auctioneer will be on the property at 1:30 p.m. to receive all bids.

A Highway spokesman said that similar sales in recent years had regained or saved the Department almost a million dollars, returned hundreds of valuable buildings to use and to municipal tax rolls.

The spokesman noted that this year to date \$83,090 had been regained by building sales and \$42,350 saved in demolition costs.

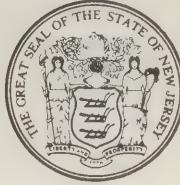
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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



RELEASE THURSDAY P.M.'s

1964
Land Sale
Route 73
Maple Shade Township
Burlington County

Trenton, Dec. 17 - The New Jersey State Highway Department today scheduled a public sale Monday, December 21 of a parcel of land in Maple Shade Township, Burlington County.

The land to be sold is the remainder of a larger parcel originally purchased by the Department for improvements on Route 73.

The parcel of 11,332 square feet is located on the southeast corner of Route 73 and Orchard Street with a frontage of 135 feet along Route 73.

A Highway auctioneer will be on the property at 11:30 a.m. to receive all bids.

A Highway spokesman said that the Department attempts to resell all such surplus land to clear it from its books, return the land to use, to tax rolls and regain part of the purchase price. Similar sales in recent years have returned approximately \$350,000 in resold land. The spokesman noted that this year to date \$57,525 has been regained by such sales.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE THURSDAY P.M.'s

1964

Sale of Buildings
Route 35 Freeway
Belmar
Monmouth County

Trenton, Dec. 17 - The New Jersey State Highway Department today scheduled a public sale Tuesday, December 22nd of vacant buildings in Belmar, Monmouth County.

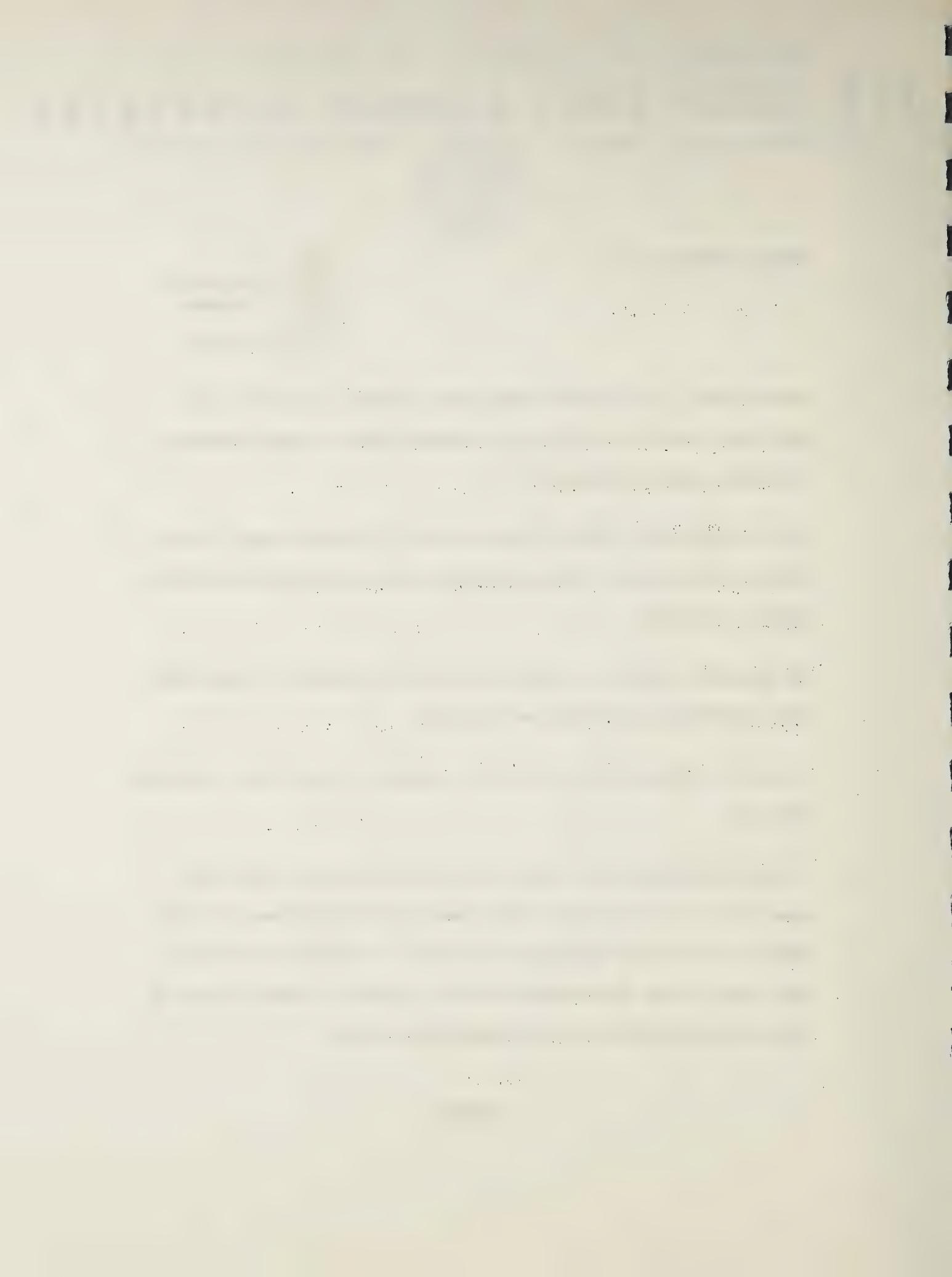
The buildings now stand on land purchased by the Department for the future construction of Route 35 Freeway and must be moved from their present locations.

The property, located at 2915 Pierce Street consists of a one-story frame dwelling and a frame poultry shed.

A Highway auctioneer will be on the property at 11:30 a.m. to receive all bids.

A Highway spokesman said that similar sales in recent years has regained or saved the Department almost a million dollars, returned hundreds of valuable buildings to use and to municipal tax rolls. This year to date the spokesman noted, \$83,090 has been regained by such sales and \$42,350 saved in demolition costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609....292-3105

RELEASE THURSDAY P.M.'S



1964
Sale of Building
Route 24 Freeway
Millburn & Summit
Essex and Union Counties

Trenton, Dec. 17 - The New Jersey State Highway Department today scheduled a public sale Tuesday, December 22nd of two vacant dwellings in Millburn and Summit, Essex and Union Counties.

The houses now stand on land purchased by the Department for the future construction of Route 24 Freeway and must be moved from their present locations.

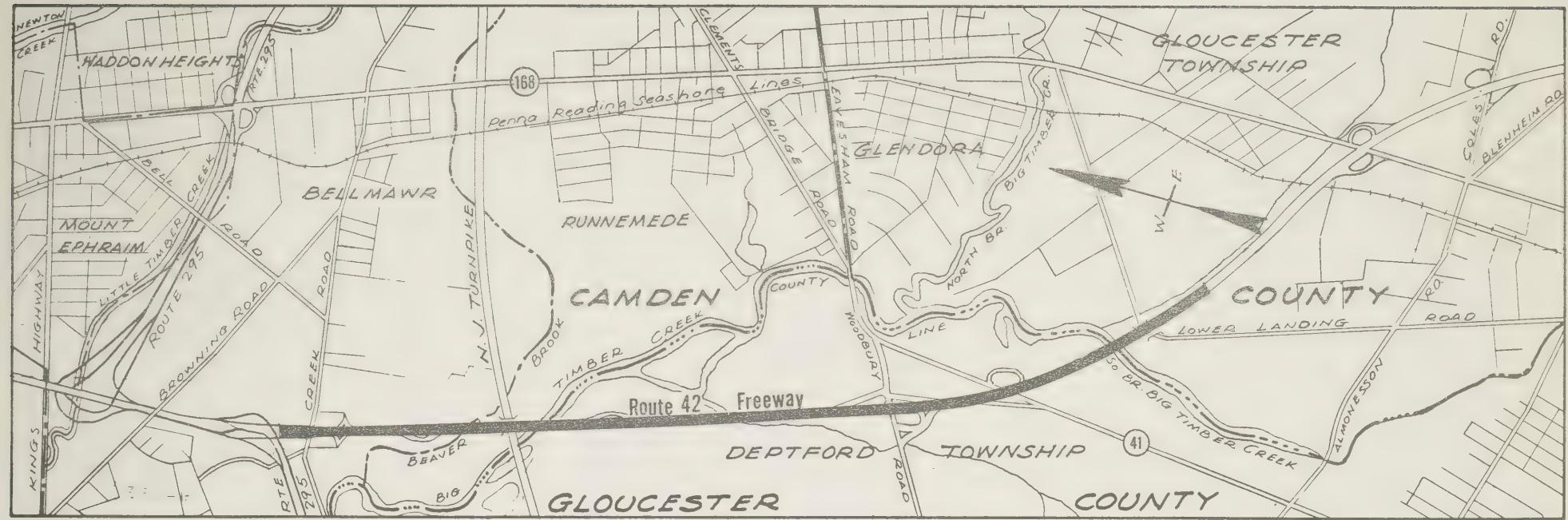
The house in Millburn, located at 23 Wayside Drive, is a one-family $2\frac{1}{2}$ story stucco with breezeway and attached two car garage.

The house in Summit, located at 15 Broad Street, is a one-story dwelling with built-in two-car garage.

A Highway auctioneer will be on the 15 Broad Street property at 11:30 a.m. to receive all bids for both dwellings which will be sold as separate units.

A Highway spokesman said that similar sales in recent years has regained or saved the Department almost a million dollars and returned hundreds of valuable buildings to use and to municipal tax rolls. This year to date, the spokesman said, \$83,090 has been regained in building sales and \$42,350 saved in demolition costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105

RELEASE THURSDAY P.M.'s



1964

Route 42 Freeway - ADV
Bellmawr, Runnemede
Gloucester Township
Camden County
Deptford Township
Gloucester County

Trenton, Dec. 17 - The New Jersey State Highway Department today announced bids will be received January 7, 1965 on a project for widening a portion of Route 42 Freeway in Camden and Gloucester Counties.

At present, two lanes of traffic are carried in each direction, northbound and southbound on reinforced concrete pavement. The roadways are separated by a grass median divider.

A third traffic lane 12 feet in width will be built along the inner edge of each roadway over a distance of 3.3 miles from the intersection with Route 295 southward through Bellmawr and Runnemede in Camden County and Deptford Township in Gloucester County to the vicinity of Lower Landing Road in Gloucester Township, Camden County.

The capacity of Route 42 Freeway is being increased to avoid anticipated congestion created by opening of the Atlantic City Expressway.

Earlier this year, new lanes were added to the Route 42 Freeway over a distance of nearly a mile from Grenloch-Little Gloucester Road to Sicklertown Road in Gloucester Township, Camden County.

Future plans include continuation of the widening of Route 42 Freeway from Lower Landing Road southward to Grenloch-Little Gloucester Road in Gloucester Township, Camden County.

(more)

1964

Route 42 Freeway - ADV
Bellmawr, Runnemede
Gloucester Township
Camden County
Deptford Township
Gloucester County

Costs of the project, which is expected to be completed by July 1, 1965, will be shared by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105

RELEASE THURSDAY P.M.'s



1964
Route 440 - ADV
Jersey City
Hudson County

Trenton, Dec. 17 - The New Jersey State Highway Department today announced bids will be received January 7, 1965 on a project to consist of closing island openings and the construction of turnarounds on a portion of Route 440 in Jersey City, Hudson County.

Work will be performed on the 1.122 mile length of Route 440 extending from Communipaw Avenue southward to Kellog Street.

Existing center island openings now used by motorists making left turns and turnarounds will be closed.

A jughandle turnaround will be built at Culver Avenue to enable southbound Route 440 traffic to reach Culver Avenue or to turnaround to the northbound lanes of the highway.

New turnaround facilities will enable northbound Route 440 traffic to enter Fisk Street, turn south to a new connecting road between Fisk Street and Carbon Place and then turn west on Carbon Place from which a connection to the southbound lanes of the highway will be made under the protection of traffic signals.

Further south a new connection will carry two way traffic between the highway and Kellog Street.

Turnarounds will consist of subbase 12 inches thick, macadam base course six inches thick, bituminous stabilized base course four inches thick and a bituminous concrete surface three inches thick bordered by white concrete vertical curb.

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1964
Route 440 - ADV
Jersey City
Hudson County

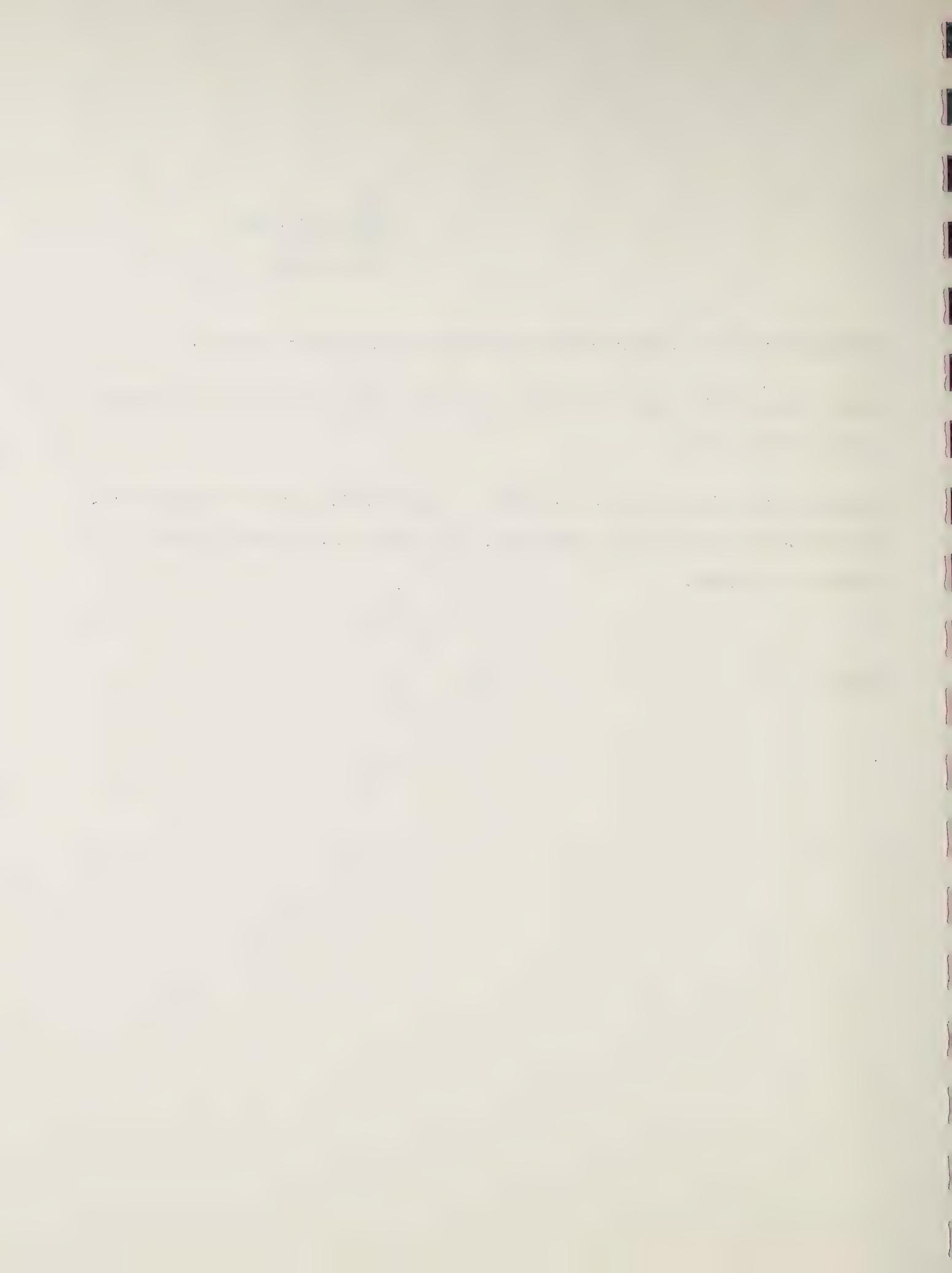
Kellog Street will be widened and resurfaced with bituminous concrete.

A new turn slot will enable northbound Route 440 traffic to turn into westbound Kellog Street safely.

Costs of the project, which is expected to take 60 working days to complete will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE THURSDAY P.M.'S

1964
TRAFFIC SIGNAL
Route 63
Ridgefield
Bergen County

Trenton, Dec. 17 - The New Jersey State Highway Department today announced the installation of manually operated traffic signals on Route 63 (Bergen Boulevard) in Ridgefield, Bergen County.

The signals are located in front of the Engine Number 2 firehouse just south of Oakdene Avenue.

A Highway spokesman said signals installed at this location will flash continuing amber signals to the highway (a minimum of 50 a maximum 60 flashes per minute) and similar red signals toward the firehouse.

Upon manual actuation from a control station located in the firehouse the signals will transfer from flashing operations to normal traffic signal sequence. The signals will stop traffic along the highway long enough to allow the fire equipment to get underway. After which the flashing sequence again takes over.

The State and Borough will share the cost of installation. The State furnishes maintenance, the Borough supplies electrical power.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105

RELEASE THURSDAY P.M.'S



1964

TRAFFIC SIGNALS
Mercury Lighting
U.S. Rt. 9 & Freneau Road
Madison Township
Middlesex County

Trenton, Dec. 17 - The New Jersey State Highway Department today announced the installation of semi-actuated traffic signals and mercury vapor lighting at the intersection of U.S. Route 9 and Freneau Road in Madison Township, Middlesex County.

A Highway spokesman said that along with other improvements now underway on U.S. 9 jughandle turns have recently been completed at this intersection. Jughandle turns, the spokesman said, permit traffic to turn from the right hand lane of the highway, cross or turn back onto the highway under signal control.

The spokesman further noted that some confusion exists as to the nature of semi-actuated traffic signals. Semi-actuated traffic signals, he said, are used primarily at intersections of heavy volume, high-speed traffic routes with relatively lightly traveled roads or streets.

Detectors that actuate the signal are embedded in the minor approaches. The signals are normally green to the major routes changing to the lesser roads or streets under vehicular actuation.

The State will pay the cost of the installation and furnish maintenance. The county will supply electrical power.

It is expected the signals will be in operation within a week.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE MONDAY P.M.'S

1964
Gratuities
STATEWIDE

Trenton, Dec. 14 - State Highway Commissioner Dwight R. G. Palmer today issued his 11th annual reminder to highway employees and suppliers about offering or receiving gratuities.

Copies of the Commissioner's letter, are now being distributed to all 4,500 employees and the more than 1,000 companies and individuals which do business with the Department. It cautions them to refrain "from any character of gratuity, loan*, gift or entertainment or any other type of benefit conveyed directly or indirectly to any of our employees".

Commissioner Palmer also used the letter to set forth a new rule which goes in effect immediately -- "no highway employee at any time may be employed by or do service for any contractor, consulting firm, or anyone having business relations with the Department".

Similar letters have been distributed early in the Christmas season every year since the Commissioner took office in 1954.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE SUNDAY P.M.'S

1964

Interstate Route 280 - ADV
Storm Trunk Drain
City of Newark
Essex County

Trenton, Dec. 13 - The New Jersey State Highway Department today announced bids will be received January 7, 1965 on a project for construction of a Storm Trunk drain for Interstate Route 280, the Essex East-West Freeway in the City of Newark, Essex County.

At present, a drainage tunnel four miles long is being built under the proposed depressed portions of the freeway from South Jefferson Street in Orange eastward to the vicinity of High Street in Newark.

The proposed project will connect to the tunnel beginning about 150 feet west of High Street and continue eastward over a distance of about 2300 feet to an outfall at the Passaic River.

The Storm Trunk drain will be built along Division Street. It will cross under Plane Street, Broad Street, Spring Street and Route 21 (McCarter Highway) before reaching the Passaic River.

Approximately 2300 linear feet of reinforced concrete pipe 96 inches in diameter will be installed. The pipe will be more than 20 feet deep along most of its length.

Work is expected to be completed in 275 working days. Costs of the project will be paid by the Federal Government and the State Highway

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1964
Interstate Route 280 - ADV
Storm Trunk Drain
City of Newark
Essex County

Department. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE SUNDAY A.M.'s

1964
Economic Opportunity
Programs

Trenton, N.J., Dec. 13 - The State Highway Department today announced it will continue and expand two efforts to aid the jobless youth of New Jersey under the Economic Opportunity Program of Gov. Richard J. Hughes.

Highway Commissioner Dwight R. G. Palmer said one continuing training effort, now approved by the U.S. Labor Department under the Manpower Development and Training Act of 1962, is aimed at producing skilled highway maintenance men for the Department.

The other training effort, also approved by the Federal Government under the Smith-Hughes Act, has provided a continuing apprenticeship program for automotive mechanics.

"In accordance with the announced intent of Governor Hughes," the Commissioner said, "these programs were set up to benefit both the economy and people of New Jersey. It may be surprising to some, but only too often skilled jobs go begging even when there are plenty of people looking for work. One of the main reasons for this is the lack of practical, down-to-earth training of our young people, and the Highway Department's new programs were designed primarily with this 'high school dropout' group in mind."

John C. Bullitt, Director of the N.J. Office of Economic Opportunity, visited with Commissioner Palmer, recently to review the Department's efforts in this area. He commended the Highway Department for its

(more)

early success in setting up the training courses, and said Governor Hughes' administration is establishing similar Federal-State programs in other State agencies.

In the field of road maintenance, the Department instituted a permanent Trainee Program aimed directly at helping young men who have no marketable skills. It began with a pilot program financed through the Department's normal maintenance funds last May. This effort was so successful that Federal approval for use of MDTA funds was obtained and a continuing program instituted. Conferences with State Labor Commissioner Raymond F. Male determined the best way in which to recruit unemployed youth was through regular State Employment Offices and three additional decisions were made:

1. The training program should be of an outdoor on-the-job type.
2. The Highway Department would supply some of its top road foremen as supervisors.
3. Young men would be screened through joint interviews by the State Highway and Labor Departments. All applicants are given thorough medical examinations and advised of ways to correct any physical problems noted. As a result, 18 young men were engaged for training at the beginning of September. Federal and State funds were used to pay these trainees and their supervisors during the 12-week course. Their supervisors, aside from being crack road maintenance foremen, were also chosen for their previous experience in training and working with young men.

The course consisted of training in guard rail work, equipment maintenance, sign maintenance, landscape maintenance, general cleanup of maintenance areas, road patching operations, sweeping operations,

(more)

maintenance of unimproved roadway shoulders, maintenance of drainage systems, phases of construction, and the use of maintenance equipment.

Out of the original 18 applicants, 14 graduated from the course on November 27, 1964 and all of these have been appointed to permanent highway maintenance jobs throughout the North Jersey area.

During the outdoor on-the-job training, foremen are careful to choose work conditions which present all phases of road maintenance operation, and they concentrate on proper work techniques rather than speed. All foremen were highly enthusiastic in their approval of the training program and earnestly requested that additional courses be started.

Enthusiasm on the part of the students ran so high, one foreman related, that he had to restrain the spirit of competition as to who would be first to operate the grader, front end loader, tractor, air compressor and other pieces of equipment.

The group was divided into three training sections located at Leonia, Somerville and Metuchen and classes were held during the normal working day, 7:30 a. m. to 4:00 p. m., with a half hour for lunch. Those who completed the training course and join the Highway Department permanently have their salary increased from \$1.38 an hour to \$1.82 an hour, with an ultimate top rate of \$2.22 an hour possible after a few years of service.

Future plans call for a continuing but smaller maintenance training program during the winter months and full scale training operations again next spring.

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Commissioner Palmer said the Highway Department has always experienced a comparatively high turnover among its hourly maintenance workers, and it is intended that future vacancies will be filled to the fullest extent possible through the training program. It is estimated 40 such vacancies will be available during the coming year.

On November 7, 1964, more than 50 candidates took an open competitive Civil Service examination for the Apprentice Training Program. Those who qualify under this program will receive full-time, on-the-job training to qualify them as journeyman automotive mechanics in Highway Department garages throughout the State.

They also will attend Federally approved mechanic's courses at local evening vocational schools. The vocational courses will be provided at no cost to the students or the Highway Department under the terms of the Federal vocational education grants.

Commissioner Palmer received a certificate authorizing the Highway Department to conduct such apprentice programs in September from U. S. Labor Department representatives Joseph R. Steven, State Director, and John LaPorta, Trenton area representative.

The Commissioner commented that the Department was honored to be one of the first State agencies in the nation to qualify for the training of apprentices, adding that the automotive mechanic program will be expanded into other trade classifications in the near future to provide additional opportunities for the youth of the State.

The specific purpose of the apprentice program is to provide the Department with a high caliber of automotive mechanics who are specifically

(more)

trained for the repair and maintenance of highway equipment.

The size of the class will be determined by the number of candidates who pass the examination and departmental screening. Those who do qualify will receive 2½ months of training.

The training will take place in two different "classrooms." First, the trainees will attend actual working classes in Highway Department garages throughout the State. Second, the trainees will attend at least 1½ hours of evening instruction in a vocational school located close to their residence.

At the end of the schooling, the trainees will be competent to install, maintain and repair motors, fuel systems, exhaust systems, etc., on all of the varied and numerous types of vehicles and equipment used by the Department.

The curriculum will cover 18 specific subjects. Among them will be: gasoline and diesel engines, fuel systems (including diesel systems), exhaust systems, cooling systems, electrical systems (including instruments), hydraulic systems, transmissions and clutches, rear axle and drive shafts as well as preventive maintenance.

The students will be paid \$1.71 an hour for their on-the-job training instruction in the Department garages, and upon successful completion will be virtually assured of jobs as journeyman mechanics which carry a maximum salary of \$6200 a year.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



FOR FRIDAY P.M.'s RELEASE, DEC. 11

1964

Right-of-Way Procedures

Trenton, N.J., Dec. 11 - The State Highway Department has adopted a "Policy and Procedure Manual" setting forth ground rules under which it hopes to push right-of-way acquisition in New Jersey to a goal of 6,000 parcels and \$70 million a year.

A spokesman for the Department commented, "We have the procedures, now all we need is the people," he said that, "Parcel status records show the present work load consists of 4,735 parcels currently in hand requiring acquisition at an estimated cost of \$60,962,937.72. In addition, there are almost 950 cases in condemnation status at an estimated cost of \$7,965,795. The 1964-65 Construction Program indicates that if presently planned projects are not to be delayed, 7,515 additional parcels for a total of 12,250 will have to be acquired. There is no doubt a level of 6,000 parcels annually must be attained if the Interstate System is to be completed on schedule."

All of the procedures in the Manual have been developed during the past three years and have the complete approval of the U.S. Bureau of Public Roads.

According to the Director of the Department's Division of Right-of-Way, Public Roads' officials have stated publicly that New Jersey's procedures are among the best in the nation, and "now even tighter than their regulations require the State to provide."

(more)

1964
Right-of-Way Procedures

He added, "appraisal techniques required for the acquisition of right-of-way under the Federal Aid highway program are far more sophisticated than in the past, and individuals with the necessary skills are in extremely limited supply. The Department is constantly seeking to expand its staff of trained appraisers and negotiators so that the full benefits of the new procedures may be realized."

An intensive training course in the most scientific methods of right-of-way appraisal conducted by the Highway Department in cooperation with Fairleigh Dickinson University last spring made it possible to set up a staff and institute a new appraisal review process which is being studied by other highway departments. But the Right-of-Way Director has reported that thus the review staff is no longer available for field appraisal work, so that the training program -- first of its kind in New Jersey -- must be continued and expanded to replace and strengthen the field forces.

A recent report on the organization of the Department by the firm of Booz, Allen & Hamilton recognized that New Jersey has "more difficult land acquisition problems than most other states." The firm's report said that "even with these improvements in operations....there has been a continuous problem of building and retaining an appraisal staff sufficiently large and qualified..." It recommends a substantial staff increase and intensification of the training program.

The firm also endorsed the Department's development of electronic data processing methods of handling right-of-way records. The present target date for putting this system into operation is January, 1965.

(more)

1964
Right-of-Way Procedures

The various sections of the Manual cover these areas of activity:

1. Operational Guide Lines for the Property Section Improvement Disposition Office developed in October, 1961. This unit is charged with the orderly disposition of buildings which the State acquires in the process of buying right-of-way, either by sale at auction or through sealed bids or by demolition, so as to recover the best potential for the State. In its first year of operation, the unit recovered approximately \$380,000.
2. Guide Lines for Preparation of Appraisals for Right-of-Way Purposes and Supplemental Format Instructions developed in September, 1962 and revised in November, 1963. This section sets forth in detail the various methods of appraising right-of-way and provides instruction as to the proper documentation of appraisals. It contains a "short form" for property valued at under \$1,000; a form to be used when an entire property is acquired; and one for use when only part of a property is acquired. As an indication of the complexity of such work, when "damage to the remainder" must also be appraised, the last form is 13 pages long.
3. Operational Guide Lines for Relocation Advisory Service and Reimbursement of Moving Costs developed in January, 1963. This service is based on a 1962 State law which enabled New Jersey to take advantage of provisions of the 1962 Federal Highway Act under which the Bureau of Public Roads participated

(more)

1964
Right-of-Way

in the moving expenses of families and businesses displaced by highway construction.

4. Operational Guide Lines for Fee Appraiser Contracts and Fees developed in May, 1963 and revised in September, 1964. This sets forth the method of employing and compensating private appraisers to supplement the Department's staff, a necessity in most cases under Federal regulations. The Department has prepared and is presently awaiting Federal approval of procedures under which members of the real estate profession will be contacted in an effort to secure the services of additional qualified fee appraisers.
5. Operational Guide Lines for Right-of-Way Appraisals and Appraisal Review Procedures developed in August, 1963. This section sets forth the methods under which each appraisal is scrutinized by a specially trained reviewer on a separate staff, and the fair market value of the property involved is determined. This value is then "registered" by the headquarters staff before field personnel are authorized to commence negotiations.

All of the right-ofway guidelines set forth in the Manual have been thoroughly tested and are now part of the Highway Department's official Standard Operating Procedures.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY DECEMBER 11, 1964

WEEK OF DECEMBER 12 - DECEMBER 18

Trenton, Dec. 11 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of December 12 - December 18.

Bergen

Route 4, Paramus, Hackensack, River Edge, Teaneck, Englewood -- Traffic will be guided through the construction area during operations to repair bridge decks and widen roadways. There will be no interference from November 15 to December 25.

Camden

Route 73 and 30, Waterford Township -- Minor delays during gas main installation.

Cape May

Route 50, south of Tuckahoe -- Minor delays during drainage installation work.

Cumberland

Route 49, Millville -- Minor delays during sanitary sewer installation.

Essex

Route 21, Newark and Belleville -- Mainline traffic will be unobstructed except for minor curb work. Work is proceeding at Mill Street and at Main Street.

Gloucester

Route 47, Franklinville -- Minor delays during telephone conduit installation.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 78, Clinton, Readington, Tewksbury, Lebanon -- Detour roadways will be built at Blossom Hill Road and at County Route 523. No interference is expected.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road is closed to through traffic. The condition will continue until the spring of 1965.

Mercer

Route 29 Freeway, Ewing Township -- Traffic will be guided through the construction area. Traffic will use the new roadways of Route 29 starting December 4. Slight delays may be expected on the old Route 29 roadway. Lower Ferry Road area is closed during sewer installation.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for one month.

(more)

1964
TRAFFIC CONDITIONS REPORTMorris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hock Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris-Somerset

Route 78, Bernards, Warren, Passaic, Watchung -- Minor interference may be expected on King George Road, Mountain Avenue and Hillcrest Road as equipment moves around construction sites. The condition will continue for two years.

Saw Mill Road will be closed to through traffic between Mountain Avenue and Reinman Road. Traffic will use Old Stirling Road. The condition will continue for one year.

Morris and Warren

Route 24, Borough of Washington, Washington Township, Mansfield Township, Town of Hackettstown -- Traffic will be maintained with single lane restrictions in the immediate area of utility work. The condition will continue until the end of 1964.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next 3 months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next three months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete. A detour road is in operation at Mine Brook Road.

Somerset-Union

Route 78, Watchung, Berkeley Heights -- Minor interference when construction equipment crosses Plainfield Avenue.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1964

Admiral Wilson Boulevard
Camden
Cooper River Bridge

Trenton, Dec. 10 - A request initiated by the New Jersey State Highway Department for a change in bridge opening regulations affecting Admiral Wilson Boulevard in Camden has been approved by the Army Corps of Engineers.

The Department requested that the regulations governing the Cooper River Bridge at Admiral Wilson Boulevard be revised to permit the state to save approximately \$20,000 a year with no reduction in bridge opening service.

The regulation now requires Cooper River boatmen to notify the Highway Department at least four hours before they want the bridge opened. They are advised to telephone the Department in Trenton, 609-292-3472.

The four-hour notice will enable the department to dispatch additional bridge tenders to help the single attendant who will be constantly on hand. A Department spokesman explained it will still be necessary to station an attendant at the bridge around the clock to prevent vandalism, and handle emergencies.

The \$20,000 cost reduction for operating this bridge includes the salaries of seven bridge tenders who were transferred, and electric power costs.

Other bridges affected by the change in regulations are the Pennsylvania Railroad Company bridge at North River Avenue, and the Camden County highway bridge at Federal Street.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURSDAY P.M.'S



1964

Interstate Route 78
Somerset & Union Counties
PROJECT OFFICE OPENED

Trenton, Dec. 10 - The New Jersey State Highway Department today announced it has opened a field office to supervise construction of bridges for Interstate Route 78 in Watchung, Somerset County, and Berkeley Heights, Union County.

The \$2.4 million contract calls for building structures to carry Stony Hill Road and Plainfield Avenue over Route 78, and some preliminary work on the Freeway beneath the bridges.

Local residents having questions concerning the project are invited to visit the Department Project Engineer, Mr. S. H. Runyon, 438 Springfield Avenue in Berkeley Heights, or call him at 201-464-6510.

Mr. Runyon reports that the contractor, Mal-Bros Contracting Company, has the Plainfield Avenue construction area cleared and is getting ready to start foundation work. Construction crews started clearing the Stony Hill Road area last week.

West of Stony Hill Road another construction project is underway that will construct bridges for local roads to King George Road. Questions concerning this \$2.8 million contract can be directed to the Project Engineer, Mr. C. B. Blum, 201-757-7142. His office is in the Christy Building on Mountain Boulevard in Warrenville.

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1. *Chlorophytum comosum* (L.) Willd. (Asparagaceae)
Common Name: *Clivela*
Local Name: *Clivela*
Habitat: Common in open grassy areas, roadsides, and cultivated land.
Description: A clump-forming, evergreen perennial with a fibrous root system. The leaves are long, narrow, and linear, arranged in a dense tuft at the base. The inflorescence is a terminal panicle with numerous small, white flowers.
Parts Used: The whole plant is used, particularly the leaves and stems.
Preparation and Use: The leaves are washed and then boiled in water to produce a decoction. This decoction is used as a poultice for swellings and as a wash for skin infections. It is also used as a tea for respiratory problems.
Other Information: This plant is a common household remedy in the region. It is believed to have antiseptic and anti-inflammatory properties.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292-3105



RELEASE THURSDAY P.M.'S

1964

N.J. Route 36 - COMPLETION
Monmouth County

Trenton, Dec. 10 - The New Jersey State Highway Department today announced completion of a \$2.6 million project for dualizing 3.9 miles of Route 36 in Monmouth County.

The work area, a Department spokesman said, extended from Main Street in Keyport eastward through Raritan Township, Union Beach, and Keansburg to Euclid Avenue, also in Raritan Township.

A cross-section of the highway shows it occupies a corridor 100 feet wide containing four 12-foot wide bituminous concrete traffic lanes divided by a concrete barrier 32 inches high. Alongside the outer traffic lanes are bituminous concrete shoulders 10 and 11 feet wide, and alongside the shoulders are landscaped grass borders six to 13 feet wide.

As evidence of the effectiveness of center barriers the spokesman cited results of a recent study by the Department's traffic safety engineers.

The study showed that after center barriers were erected on busy sections of some of New Jersey's most heavily traveled highways, accidents dropped to less than half the pre-barrier rate.

These lower accident rates, he added, occurred in periods of time twice as long as the pre-barrier periods.

The spokesman cited Route 4 in Englewood, Bergen County, as an example. "There were 25 head-on accidents resulting in 37 injuries and five fatalities in the

(more)

1964
N.J. Route 36 - COMPLETION
Monmouth County

three-year period from 1952 through 1954, when a center barrier was completed. There were only six head-on collisions resulting in only five injuries and one death in the seven-year period from 1955 through 1961. This was only a fourth as many accidents in more than twice the time."

The spokesman noted that on Route 36 in 1961 a total of 37 head-on collisions occurred, killing two persons and injuring 55.

Relating this accident rate to the evidence uncovered by the new study, the spokesman said the future Route 36 barrier cannot help but reduce future potential deaths and injuries due to head-on collisions.

To aid fire, police and first-aid units, the improved highway has five emergency openings spotted along the center barrier. These openings, one official cautioned, will be spanned by chains.

The spokesman noted that the concrete barrier, along with its three-foot shoulders, occupies a strip eight feet wide along the center of the modernized highway.

Western boundary of the work area is in the Route 35-36 interchange area, about 600 feet west of Main Street in Keyport. From here both roadways have been widened, and center barrier erected eastward across Main Street to the west side of Broad Street.

In line with the Department's aim to eliminate left turns across the highway, Main Street, Broad Street and Monroe Avenue have been revised to serve as jug-handles, feeding cross-traffic through the barrier gap at Broad Street under
(more)

1964
N.J. Route 36 - COMPLETION
Monmouth County

signal light control.

The barrier begins again on the east side of Broad Street and extends to Atlantic Avenue where another signal light-controlled gap occurs.

The barrier then continues about half-mile to Middle Road in Raritan Township where jughandles on both sides of Route 36 channel traffic across the main highway. A separate ramp takes northbound Middle Road motorists directly to eastbound 36.

The next site for crossing Route 36 is about 2,000 feet farther east, at Poole Avenue, where a pair of jughandles serve left-turning traffic from east and westbound Route 36.

At Stone Road in Union Beach, the new traffic pattern includes a ramp from westbound Stone Road to eastbound 36. A gap in the center barrier permits westbound Stone Road traffic to turn east on Route 36. Another ramp here permits westbound 36 traffic to reverse direction through the same gap.

About 900 feet east of Stone Road, a jughandle on the eastbound side of Route 36 permits left turns through the center barrier to Sea Gate Avenue, and west on the main highway.

A similar jughandle for eastbound traffic at Union Avenue has been built.

On the westbound side of the highway, portions of Shore Road, Washington Avenue and Union Avenue form a jughandle for Route 36 motorists wanting to turn south on Union Avenue.

The center barrier then continues another half-mile east to Rose Lane, where a
(more)

1964
N.J. Route 36 - COMPLETION
Monmouth County

pair of jughandles have been placed on both sides of Route 36.

About 4,000 feet farther east another pair of jughandles permit left turns on Laurel Avenue in Raritan Township.

At Palmer Avenue in Keansburg, the easternmost set of jughandle facilities to be provided in this project, are located on both sides of Route 36.

On the eastbound side, portions of Essex and Union Avenues join Palmer Avenue to form one jughandle, and portions of Euclid Avenue, Lorraine Place and Main Street form the left turn loop for westbound Route 36 traffic.

The concrete barrier, and highway modernization work stop about 500 feet east of Euclid Avenue.

Future plans include continuation of the dualization of Route 36 from the vicinity of Euclid Avenue to First Avenue in the Borough of Atlantic Highlands.

Normal traffic volume between Keyport and the Borough of Atlantic Highlands is about 16,000 vehicles per day. During the summer months congestion increases when about 22,000 vehicles per day use the highway.

36-1A & 2A
U-111 (18)
62-P-12

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



RELEASE UPON RECEIPT

1964

Interstate Routes 80 & 95
Bergen Passaic Expressway
Bergen County
LOCAL LANES

Trenton, Dec. 10 - The New Jersey State Highway Department has announced that all local traffic lanes and connecting ramps of the Bergen Passaic Expressway section between the Garden State Parkway and the George Washington Bridge will be in service by late afternoon December 11.

The express lanes of the freeway section were opened over the entire 10 miles between the George Washington Bridge and the Parkway in October. Local lanes and ramp connections over about half of the stretch, between the Hackensack River and the Parkway, were also opened at that time.

Friday's action, which a Department spokesman said would be without ceremony, will add approximately five more miles of local lanes and ramp connections at Broad Avenue in Englewood, relocated Fort Lee Road in Teaneck, and Palisades Avenue in Bogota and Ridgefield Park.

At Broad Avenue local traffic will be able to enter the westbound freeway and exit from its eastbound local lanes.

At relocated Fort Lee Road there will be a complete interchange between the Freeway's local lanes and the local road.

From Palisades Avenue local traffic will be able to enter the Freeway's westbound local lanes and eastbound Freeway traffic will have ramp connections to the local road.

(more)

The three new eastbound lanes will permit drivers to exit directly into the George Washington Bridge approaches, merge with eastbound Route 4, or take ramp connections to Fletcher and Linwood Avenues in Fort Lee.

Traffic westbound from the George Washington Bridge will now be able to go directly into the three new westbound freeway local lanes as will local traffic, via ramps, from Linwood and Fletcher Avenues in Fort Lee.

Interchange points along the 10-mile stretch between the George Washington Bridge and the Garden State Parkway were all west of the Hackensack River. They included connections at the Parkway, at Saddle River Road, at Riverview Avenue in Lodi, at Route 17 in Hackensack, Polifly Road in Hackensack, and Wesley and North Streets in Teterboro.

A Highway Department official explained the ten-mile section of the Bergen-Passaic Expressway actually comprises parts of two interstate freeways --Route 95 extending from the George Washington Bridge about four miles westerly to the future I-80 and 95 interchange near Teaneck Road and from that point west the expressway is part of Route 80. Route 80 continues westerly to San Francisco.

Route 80's total length in New Jersey will be 68.4 miles. At the present time the public hearing stage has been passed along the entire length, 34.7 miles are in advanced engineering status, 11.4 miles are under construction and 22.3 miles are open.

Route 95 will run from Maine to Florida and within New Jersey be 73.4 miles long, entering at the George Washington Bridge and exiting across the Delaware River west of Trenton. Public hearings are being readied on 23.6 miles of the Route, one mile is in a construction stage and 48.8 miles are open to traffic.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292 - 3105



IMMEDIATE RELEASE

1964
SALE OF BUILDING
Interstate Route 280
Wayne Township
Passaic County

Trenton, Dec. 9 - The New Jersey State Highway Department today scheduled a public sale Friday, December 18th of a vacant building in Wayne Township, Passaic County.

The building now stands on land purchased by the Department for the future construction of Interstate Route 80 and must be moved from its present location.

The building, consisting of a one-story cinderblock and stucco automobile sales and service garage with a second story frame section containing an apartment, is located at 302 Route 23.

A Highway auctioneer will be on the property at 1:30 p.m. to receive all bids.

A Highway spokesman said that similar sales in recent years has regained or saved the Department almost a million dollars. This year to date \$83,090 has been regained and \$42,350 saved in demolition costs.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ... 292-3105



IMMEDIATE RELEASE

1964
SALE OF BUILDINGS
Interstate Route 80
West Orange
Essex County

Trenton, Dec. 9 - The New Jersey State Highway Department today scheduled a public sale Tuesday, December 15th of 4 vacant dwellings in West Orange, Essex County.

The dwellings now stand on land purchased by the Department for the future construction of Interstate Route 280 and must be moved from their present locations.

The dwellings are located at 15 Dawes Avenue, 824 and 810 Pleasant Valley Way and 82-84 Mount Pleasant Avenue.

A Highway auctioneer will be on the 810 Pleasant Valley Way property at 11:30 a.m. to receive bids for all the dwellings which will be sold as separate units.

A Highway spokesman said similar sales in recent years have regained or saved the Department close to a million dollars and returned many serviceable buildings to use and to municipal tax rolls. This year to date, he said, \$83,090 has been regained in building sales and \$42,350 saved in demolition costs.

#####

HIGHWAY DRAINAGE
6439

IMMEDIATE RELEASE

State Highway Drainage Engineers spend uncounted hours designing drainage features to keep new highways dry in the wettest weather. They also study older roads that have drainage problems, and design alterations to eliminate them.

Some of this work can be seen by the motorist as he drives along the New Jersey State Highway System. Visible are drainage ditches running away from the road, and culverts leading from one side of a road under the road to a lower level where the water can run off.

But there is a lot of construction underground that the motorist never sees which is designed to carry water away when the ground will not permit it naturally.

These drains are built under the roadbed and then covered by the surface.

Drainage is an important integral part of modern highway design which increases highway construction costs. But then, the highways last longer and are open to traffic in all weather.

#####

If highways are planned properly, the areas they serve will enjoy healthy growth. If not, the highways may retard or prevent the development best suited for certain areas.

Because New Jersey is so highly urbanized, highway planning is complex and most serious business.

With respect to building new highways, or modernizing old ones, the New Jersey State Highway Department has many things to consider. Engineers must locate the highways in such manner that they will satisfy requirements not only of today, but far in the future. Improvements to existing roads must meet the same requirements.

Once the facilities are built, the Highway Department wants them to serve the motoring public as they should, with entrance and exits adequate for the predicted flow of traffic 20 years from now.

This can be controlled only if land development standards are adopted and enforced. For example: an industrial plant, supermarket or apartment building erected too near an interchange may seem like good business today, but it can seriously cripple the planned effect of the interchange years from now.

The State Highway Department works with all local and regional planning groups to make certain that highway improvements help shape the communities to their advantage.

With this cooperation the Highway Department can create good transportation facilities which exert a healthy influence on future development. Making properties more accessible will enhance their desirability and their values.

HIGHWAY TEST LAB
6442

IMMEDIATE RELEASE

Many industries have slogans pointing up the importance of research to their operations. And certainly research is very important, not only to industry but to government.

So, it is no surprise that the New Jersey State Highway Department has maintained a Testing and Research Bureau since 1909. Starting with one man, the Bureau now has 140 full time employees.

If a visitor toured the laboratory, he would see many seemingly odd things going on. For instance, a man sitting at a work table picking up small stones and scraping them against a brass tipped instrument.

If the stones are too soft they go into one pile, if of enough hardness they go into another pile. The stones are part of a sample sent from a supplier of paving materials. If the percentage of soft stones is too high, the supplier's material will be rejected.

Other lab tests include pulling concrete slabs apart to test tensile strength; compressing concrete blocks to test the pressure they can withstand.

One instrument, called the weatherometer, can subject materials to years of weather conditions in a matter of days. With this, the Bureau is able to learn quickly the wearing quality of all sorts of materials used by the State Highway Department.

The Department's test bureau keeps abreast of new developments in highway construction, and refining innovations created within the Department.

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